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The Daily Press.

HONGKONG, SEPTEMBER 15TH, 1914.

JAPAN's intervention in the war would
appear to have excited a good deal of feel-
ing against the Japanese in North China,
and for this, strangely enough, the papers of
Japan must be accounted largely respon-
sible. The *Osaka Mainichi* alleged that
a secret treaty existed assuring for Japan
some territorial compensation in the
event of Kiaochow being returned to
China, and the *Japan Times*, a newspaper
owned by Japanese and published in
English, a newspaper, by the way, which
has always been spoken of as "semi-
official," published as from its "Parlia-
mentary Correspondent" an article in
which it was asserted that the "advice"
given by Japan to Germany contemplated
the peaceful transfer of Kiaochow to Japan,
and did not cover the contingency of
Japan taking the place by military action
as a "prize of war." Such a contingency,
it was said, naturally changed the whole
situation with respect to the restoration
of the place to China. "Neither Japan nor
any other country," wrote this Parlia-
mentary Correspondent, "could be expected
to be so foolish as to promise beforehand
the disposition of its prizes of war before
taking up hostile operations. This point
should be clearly understood, and it should
be remembered that the Ultimatum to
Germany does not presume anything
except and beyond what is mentioned
therein." Coming from a source which has
hitherto been regarded as "semi-official,"
and being published also in the *Japan*

Mail, which, under the editorial control of
the late Captain BRINKLEY was the
mouthpiece of the Japanese Government
for many years, such a statement
appears to have been regarded as
authoritative; and the Japanese Foreign
Office has felt it necessary not only
to repudiate this particular statement but
also to deny that the *Japan Times* is a
"semi-official organ," and to say further
that it takes no responsibility whatever for
the articles which are published in the paper.
It is, however, the statement regarding the
existence of an alleged secret treaty, reported
in the *Osaka papers*, that has been the
chief cause of trouble in North China.
Owing to the development of a strong
anti-Japanese feeling there, fostered by the
circulation of incendiary literature, the
Chinese Government has been impelled to
request Japan to have the statement with-
drawn by the newspapers which circulated
it. The Chinese Government, on its part,
denies the existence of such a Treaty or any
knowledge of such a proposal, and, accord-
ing to one of the newspaper correspondents
at Peking, it is thought among Chinese
officials that the Japanese newspaper con-
cerned printed the invention with the
deliberate purpose of stirring up a feeling
against the Japanese in order that Japan
might have some excuse for a permanent
occupation of Chinese territory. Then,
again, it has been alleged that it is all
the work of Chinese rebel fugitives in Japan.
Whatever may be the origin of these reports,
it is important to note that the Japanese
Minister in Peking, Mr. HOKI, has
reassured the Chinese Government on
the subject. Japan, he said, had no desire
for territorial aggrandizement in China,
and after the war is over, and general
peace has been restored, the Japanese
Government will restore Kiaochow to the
Chinese Republic as soon as possible.
Mr. HOKI added that Japan, by main-
taining friendly relations with China,
hopes to reap legitimate commercial
privileges in future in conjunction with
Great Britain and other Powers. The
Chinese Government declares itself to be
quite satisfied with the renewed assurance
of the Japanese Minister, and stringent
orders have been issued by President
YUAN for the suppression of any
anti-Japanese literature in the Metropolis
and the Provinces. The argument that
Japan's Ultimatum to Germany when it
mentioned "the eventual restoration
of Kiaochow to China" did not con-
template the necessity of Japan having
to take it as a prize of war, was certainly
plausible, but the definite assurance that
Japan has since given to China that Kiaochow
will be restored to her removes all
doubt on the subject, and no thinking person
is likely to believe for a moment that
Japan will go back upon her word. The
very fact of her intervention in the War is
proof of the value she sets upon her
national honour.

HONGKONG VOLUNTEER
RESERVES.

APPOINTMENTS AND PROMOTIONS.

The following appointments and promo-
tions in No. 3 Company took effect from
yesterday's date:—Pte. J. Johnson to be
Sergeant, Pte. W. H. Prowse to be
Corporal, Pte. W. McKay to be Corporal.

DEATH OF A WELL-KNOWN
MACAO RESIDENT.

We regret to record the death of Mr.
Francisco Pereira Marques of Macao.
He died on Sunday after a short illness
from cerebral hemorrhage. Mr. Marques
was a wealthy man and his name has been
much before the public lately in conse-
quence of an action brought against him
by the Western Smelting and Refining Co.
of San Francisco to recover a sum of about
\$90,000 under an agreement of guarantee
in connection with certain business at
Canton undertaken by Messrs Arndt &
Co. Judgment was given against him in
the Original Court and also in the Appeal
Court, and an appeal to the Privy
Council is pending.

HEALTH OF HONGKONG.

During the week ending September 12th,
two fatal cases of plague, both Chinese,
were reported. Since the commencement
of the year there have been 2,141 cases
reported, out of which number there were
1,993 deaths.

In the same week one non-fatal British
case of diptheria was reported, and seven
cases of enteric fever, four proving fatal.
Of this number one was British, one
Japanese and the rest Chinese, two being
imported cases.

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE GERMAN DEFEAT
IN FRANCE.

"MORE AND MORE COMPLETE."

BERLIN BENUMBED.

London, September 13th.
7.10 p.m.

General Joffre, Commander-in-Chief of the Allied Armies,
telegraphed to-day to M. Millerand, the French Minister for War,
saying:—"Our victory is more and more complete. Everywhere the
enemy is retreating, leaving war material and prisoners. Our army,
flushed with success, is continuing in pursuit with all its energy. The
morale and endurance of the Allies is admirable. The Government may
well be proud of the Army."

THE FRENCH RE-OCCUPY MANY TOWNS.

London, September 13th.
8.25 p.m.

A Paris *communiqué* issued this afternoon states:
On our Left the enemy continues to retreat. They have evacuated
Amiens, and are going eastward.

The Germans retreated to the north of the river Vesle, and did
not defend the Marne, south east of Rheims.

In the Centre of the line the enemy lost Revigny, and Brabant-
le-Roi. The Germans on the Meurthe are retiring beyond Saint-Die and
Lunville.

We have re-occupied Raon-l'Etape, Baccarat and Remerville, along
with important railway points at Nomeny and Pont-a-Mousson, towards
Metz.

ENORMOUS GERMAN LOSSES.

London, September 14th.
5.25 a.m.

The *Times* correspondent at Dijon states that the Germans
evacuated the Nancy region after a ten days' attack, carried out under the
eyes of the Emperor.

The German losses were 20,000 at Nancy and 11,000 at Lunville.

CLOSE PURSUIT OF THE GERMANS.

London, September 14th.
5.25 a.m.

It is officially announced that the Left Wing of the Allies has
crossed the Aisne. The close pursuit of the Germans continues.

BERLIN BENUMBED BY NEWS OF DEFEAT.

London, September 14th.
5.25 a.m.

The correspondent of the *Daily Chronicle* at Geneva states that,
despite precautions, the news of the German defeat is leaking out in
Germany. Berlin is absolutely benumbed, and riots are feared at Munich.

FRENCH OFFICIAL RESUME OF
THE OPERATIONS.

Following are translations of cables forwarded to the French Consulate by
the French Government, via Peking.

September 12th.

This news, from a German source, alleging that the Germans
have taken Maubeuge with 40,000 prisoners is denied.

On September 10th the French troops defeated the German
Right Wing. The First German Army were forced to re-cross the Marne,
north of La Ferté-sous-Jouarre. The whole valley of the Marne, above
the line formed by Fere-en-Tardenois, Mézy and the river Dhuy, has
been evacuated by the Germans.

The French troops in Champagne were at first compelled to retire
on Mourmelon and Chalons, but again took the offensive, the Third German
Army losing part of the ground it had gained.

The Fifth German Army in Argonne was attacked near Vavincourt
where the French troops progressed slightly. The Germans attacked the
fort at Cenicourt near Verdun.

The Sixth German Army advanced slightly in Lorraine on the
road Chateau-Salins, but is now retiring in the forest of Momponoux.

[Havas Service.]

Paris, September 11th.

Details are published by the Government of the operations
since September 6th. These state that on the Paris-Verdun front the first
part of the battle seems to be in favour of the Allies, as the Right
Wing and the Centre of the German line are retreating. The situation
was unchanged on the French Right, Vosges to Nancy. The Germans tried
to shell Nancy with long range guns.

The general situation has entirely changed during the last few
days from a strategical as well as from a tactical standpoint. Not only
have the French stopped the German advance which the Germans believed
was a victorious one, but the enemy has retired before them at nearly all
points.

Paris, September 12th.

On our Left Wing the Germans began a general retreat between
the Oise and the Marne. The German front extended yesterday from
Soissons, Braines, and Fismes to the Rheims Hills. The German cavalry
looks exhausted.

The British and French troops are in pursuit, and yesterday they
met with only a weak resistance.

On the French Centre and Left Wing the Germans are evacuating
the course of the river Saulx and Vitry-le-François, where they had
previously fortified themselves.

During the French attacks on Lemaize and Revigny the Germans
abandoned lots of material.

The German Forces occupying Argonne are beginning to fall back
and are marching north through the forest of Bellemeuse.

In Lorraine the French have advanced slightly and they occupy the
east ridge of the forest of Champenans, Rechainvillers, and Gerbervillers.
The Germans have evacuated Saint-Die.

[THROUGH REUTER'S AGENCY.]

AUSTRALIANS CAPTURE THE WIRELESS STATION IN
GERMAN NEW GUINEA.

London, September 13th.
7.10 p.m.

The Australians captured the wireless station at Herbertshohe after
eighteen hours' fighting in the bush. They have garrisoned Herbertshohe
and Rabaul. Another two seamen were killed and one wounded.

London, September 14th.
2.00 a.m.

The Admiralty announce that the German casualties at the capture
of Herbertshohe include between twenty and thirty killed. German
Officers, including the Commander, fifteen Non-Commissioned Officers and
fifty-six of the native police were captured.

Captain Pockley of the Army Medical Corps was killed.

FIERCE FIGHTING IN BRITISH EAST AFRICA.

London, September 13th.
3.45 p.m.

A message from Nairobi states that a strong German force have
occupied Karungu. The British from Port Florence are advancing against
them.

Germans on the Tsavo River are retreating before the British force
from Bura. The British captured three officers and some native troops.

Details of a fierce action which was fought on Sunday are not
available, but the British made a most gallant bayonet charge against
very fierce machine gun fire. The 29th Punjab suffered somewhat heavily.

RUSSIAN PRESS JUBILANT.

London, September 14th.
2.00 a.m.

The Russian Press are jubilant at the Austrian defeat and declare
that the Monarchy is already tottering.

GREEK FOREIGN MINISTER RESIGNS.

London, September 14th.
2.00 a.m.

The Greek Minister of Foreign Affairs, M. Streit, has resigned,
and M. Venezelos, Premier and Minister of War, will take charge of
foreign affairs.

[Havas Service.]

THE RUSSIAN OPERATIONS.

Paris, September 10th.

A message from Petrograd states that the Russians have occupied
the Austrian towns of Sontchava and Gains, near Roumania.

THE GALLANT BELGIANS.

Paris, September 12th.

The Belgian Army is acting vigorously against the Germans who
are observed to be in an entrenched camp near Antwerp.

THE SERBIANS CAPTURE SEMLIN.

Paris, September 11th.

A message from Nisch states that the Serbian Army captured
Semlin (Hungary) after a hard fight.

WAR NEWS.

THE UNITED STATES AND
THE WAR.

[FROM MANILA PAPERS.]

Washington, September 9th.

President Wilson has proclaimed
October 4th as a holiday to be known as
the day of prayer for peace and has urged
the country to join in a prayer for peace
in Europe.

Secretary of State Bryan, Count von
Bernstorff, the German Ambassador, and
Oscar Straus, formerly Ambassador to
Turkey, and member of the Permanent
Court of Arbitration at The Hague, have
had a lengthy conference, supposedly over
the war, but all parties to the conference
are maintaining the strictest secrecy
over the purpose of the meeting.

Confronted with a deficit because of
the cessation of import business due to
the European war, Congress has
authorized an increase of half a cent in
the income tax rate, making the rate
1.5 per cent, and has further ordered this
tax to be levied upon all incomes of single
men earning \$2,000 a year and upon
incomes of married men earning \$3,000
or over.

A war tax of 15 cents a gallon has been
levied on whisky and a tax of 20 cents
a gallon has been placed on wines. A
war tax of two cents a gallon has been
levied on gasoline. A tax of 50 cents a
barrel has been ordered to be levied on
beer.

A stamp tax has been ordered on all
cheques and telegrams.

AUSTRALIAN EXPEDITIONARY
FORCE.

The Sydney papers by yesterday's mail
contain pictures of portions of the
Australian Expeditionary Force on a
march. The *Morning Herald* of the 10th
ult. says:—

Sydney yesterday had its first glimpse
of the Australian Imperial Expeditionary
Force. The soldiers marched through
the city, amid the enthusiastic plaudits
of tens of thousands of citizens.

It was a splendid turnout, and the fine
physique of the men and soldierly bearing
won the warmest commendations from
critical observers.

As they marched through the streets it
was almost impossible to realise that a
few days ago they were ordinary citizens
performing their ordinary duties of
citizenship. Half of them had already
seen active service. The vast majority
were trained militia. All were young,
active, and alert, born soldiers. It was
a great tribute to Colonel Holmes and
his staff that in so short a time a hetero-
geneous crowd of ex-soldiers, bushmen,
militia, athletes, and citizens should have
been transformed into a strong homogene-
ous fighting force.

What a great reception they were
given! It was what is known as a route
march, with arms and accoutrements,
knapsack, and all carried by the men.
And from one end of the journey to the

other it was a triumphant procession.
Thirty years ago Australia first heard
the call of Empire, when the Sudan
contingent left for the seat of war.
Fifteen years ago the great struggle in
South Africa stirred the Empire, and
contingent after contingent left these
shores to fight for the flag. Also at the
time of the great upheaval in China,
Australia added her quota. But this
expedition is engaged on a greater
mission. The Empire is engaged in the
greatest struggle in its history.

Despite the fact that nothing was
published in the papers about the march,
there were tens of thousands thronging
the streets to see the first division of
the great expeditionary force. Fort
Macquarie was alive with people, only
a thin lane being kept open for the khaki
clad contingent to file through.

The officer commanding the force is
Lieut.-Colonel Holmes, D.S.O., V.D.
Everybody likes him, from the State
Commandant to the latest joined recruit.
And such unanimous goodwill presup-
poses many excellent qualities, for the
average Australian does not lavish
affection on an officer for nothing.

Colonel Holmes has seen over 40 years'
service, yet he is only 52 years of age and
looks much younger. He started his
military career as a bugler in the old 1st
Regiment, and forged right ahead till he
commanded the regiment, then became
brigadier of the First Infantry Brigade.

His father before him was a soldier,
Captain William Holmes, of the General
Staff New South Wales Military Force,
and before that of her Majesty's 11th
Regiment. Although occupying a highly
responsible position in the city, Colonel
Holmes has always been a keen military
enthusiast. He likes hunting, but his
hobby is soldiering. For years he
devoted his attention to the 1st Regiment,
till it became not only first in number but
first in efficiency and marksmanship in
the whole of Australia. He spent his
holidays conducting staff tours with his
officers and his evenings giving or hearing
military lectures. He has read all that
is worth reading on the art of war.

When the South African war broke out
he was one of the first to volunteer. He
served with the first N.S.W. contingent
in the campaign of 1899-1900, and was
present at the relief of Colesburg and the
advance on Bloemfontein. His command
was with Sir Ian Hamilton's column in
the victorious march from Bloemfontein
to Tlhabancho, Winburg, Doornkop,
Roodepoort, Johannesburg, and Pretoria.
He was wounded at Diamond Hill on
June 12th, 1900, and invalided. He
secured the war medal with four clasps,
was mentioned in despatches, and was
awarded the D.S.O. Returning to
Sydney, he threw his energies into the
1st Regiment, encouraged rifle shooting
amongst the militia and volunteers, and
greatly helped the activities of the
National Rifle Association, of which he
is a trustee and member of council. He
was made an hon. A.D.C. to the
Governor-General, and now has been
chosen for one of the chief commands in
connection with the expeditionary force
from Australia.

COMMANDERS OF THE BRITISH TROOPS.

Field Marshal Sir John French was accorded a great reception by the populace of Paris when he went there while the Expeditionary Force was being landed. Cries of "Vive L'Anglais" were frequent. His motor-car was pelted with flowers as it passed through the streets.

THE COMMANDERS.

Lieutenant-General Sir Douglas Haig is in command of the first corps of the Expeditionary Force, and Major-General William Pulteney the third corps. Major-General Sir Archibald Murray is Sir John French's Chief of Staff.

HOLLAND ENSURING NEUTRALITY.

A Rotterdam telegram dated the 14th ult. said:—The Dutch army is strongly holding the frontier. Numerous barbed wire entanglements have been erected, and barricades have been thrown across all roads. Arrangements are ready for the flooding of the country if combatants cross the frontier in irresistible numbers. Many roads have been cut through and rendered impassable for troops and guns, and the houses within the line of fire of the forts have been evacuated and prepared for dynamiting.

HOW THE "MOOLTAN" RAN THE GAUNTLET.

SHOTS FIRED IN THE "GATE OF TEARS."

Mr. R. N. Lyne, Director of Agriculture, and Ceylon Commissioner to the Rubber Exhibition, arrived in Ceylon on August 29th by the P. & O. *Mooltan*. Interviewed by a Ceylon Observer reporter Mr. Lyne had an exciting story to tell of the voyage of the *Mooltan*, which, he said, was the first ship to leave after the declaration of war. As soon as war was declared the British Government reserved all the berths on the *Mooltan* for Government officials and British officers. 400 British officers were on board for Egypt and India and they included fifteen Generals, the Sirdar, the Governor of Aden, the Governor of the Straits Settlements, the Crown Prince of Greece, the Crown Prince of Roumania and numerous members of the Egyptian and Indian Civil Service. Seventy British officers were spread out like cooties on the deck, there being no room for them in the cabins, they having to sleep on mattresses. The *Mooltan* was escorted from Plymouth to Gibraltar by a British cruiser, and from Malta another British cruiser went ahead right through the Red Sea. While passing through the Straits of Bab-el-Mandeb two shots were fired from the mainland, but whether at the *Mooltan* or not was not known. They were told that the German cruiser *Koenigsberg* was off Socatra, and so they went 70 miles north of the Island. They had also been coming with lights out all the way. The *Mooltan* did not call at Marseilles, but put in at Plymouth and Malta, at the former place to secure the latest intelligence before leaving England. The Captain did not know from port to port whether he would be able to get any further, and it was indeed a most anxious time for the Captain and officers.

A GERMAN "SPY" IN SINGAPORE.

There was considerable excitement among the boarding officers who visited the *Bourbon* on her arrival from Saigon last week, an excitement which ended in the loud laughter of all concerned. The officials were informed in a mysterious whisper that there was a German "spy" on board, who had been busy at Hongkong and captured red-handed with plates of the forts on him. He had escaped, however, but was recognized by the captain of the *Bourbon*. The boarding officers were duly impressed and, headed by the mate, proceeded towards the smoke room, where the "spy" was solacing himself with the beer of his country. "Bring that man out," roared the mate, and after a slight pause, a huge pair of boots emerged, followed by a stout figure in a uniform of sorts. He was being carried by two sailors. The boarding officers were about to do their duty when they saw across the front of the "spy" the helmet the legend "Shoot it!" The "spy" was a dummy, whose construction had enlivened the idle hours of some of the garçons of Saigon where the life-size figure had been paraded on several occasions.—*Straits Times*.

COLONIAL EXPEDITIONARY FORCES.

In a leading article the *Sydney Morning Herald* of August 20th says:—

In no way have the opinions published by German writers of established authority been more directly refuted than by the attitude of the self-governing dominions at the first hint of war. It was asserted by more than one accepted teacher of the people that if ever Great Britain were found to be in danger the dominions would on one take the opportunity of declaring their independence. To anyone who knew the different types into these assertions were so obviously baseless as to inspire a doubt whether the teachers were sincere or whether they were themselves deceived. But it may be questioned whether the most sanguine Imperialist could have anticipated that the spirit of loyalty throughout the Empire could have taken the immediate, the sincere, and the practical form in which it has been expressed during the past three weeks. So far from racial discord taking the form of secession or rebellion, they have been completely healed. In South Africa, as in Ireland, the menace of Germany has done what no civil danger could do, and has drawn an appeal for union from the most stubborn opponent of all things British. In Canada the two races that within the same boundaries have for a century and a half maintained separate ideals and separate characteristics have at last begun to share the same hopes and to support the same enterprise. In Australia and New Zealand there were

no racial problems to be solved, and the two peoples were unanimously favourable to a definite policy of naval and military defence. But the peoples had yet to prove that they would carry through their respective programmes when the financial hardships involved were fully appreciated. The spontaneous offers of the two Governments at the outbreak of the war, and the enthusiastic support of the electors have set at rest all doubts that were felt either here or in England. In the cause of the Empire these dominions have undertaken an expenditure out of all proportion to anything previously attempted in their history. Their expenditure they have justly regarded as the least of their sacrifices. They have at the same time offered the services of men, on whom the development of young countries chiefly depends, the flower of their manhood, who, whatever their fortune, must be absent for many months from their usual vocations.

Australians can only look with envy on the assistance which Canada has been able to offer to the Empire from day to day. We can envy her the advantage of her boundless resources, as well as of her proximity to the scene of action, which makes transport a matter of no great difficulty. But we cannot admit that she has surpassed us in devotion to the cause, which is the cause of the whole Empire. We have shown ourselves prepared to give our best, both by sea and land, and our responsible leaders have shown great aptitude and untiring zeal in their determination to apply the framework of our scheme of defence to a sudden emergency. From day to day recruits have been pouring in in numbers far in excess of the quota originally accepted for this State. If all the volunteers had been accepted, the force would already have been in camp and under the discipline and training which are necessary for success. But the universal eagerness has enabled the authorities to apply a high physical standard, and to constitute their regiments only of men who are fit for hard work, and have some experience of the conditions of war.

THE CHINESE NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC.

UNDERWRITING REGULATIONS.

In reference to the advertisement appearing on page 4, the following underwriting regulations are of interest:—

Art. 1.—All underwriters, whether they be officials, Chinese or foreign citizens, banks or syndicates, shall be called agents.

Art. 2.—The minimum amount to be underwritten shall be one hundred thousand dollars (\$100,000).

Art. 3.—Commission to underwriters shall be of five grades:—4 per cent. to those who underwrite \$100,000 or more; 4½ per cent. to those who underwrite \$250,000 or more; 5 per cent. to those who underwrite \$500,000 or more; 5½ per cent. to those who underwrite \$750,000 or more; 6 per cent. to those who underwrite \$1,000,000 or more.

Art. 4.—The underwriter shall pay to the Bureau of National Loans or the establishments named by the Bureau the whole of the amount which he has underwritten within a period of two months, which period is to begin on September 1st, 1914, and end on October 31st, 1914.

Art. 5.—The underwriter shall pay at the time of underwriting one-tenth of the amount he has underwritten as guaranty money. Should he fail to make any payment within the above stipulated period of two months, the whole of his guaranty money shall be confiscated. If he underwrites one million dollars and pays only five hundred thousand dollars, then the guaranty money for the five hundred thousand dollars unpaid shall be confiscated. Other cases are to be dealt with in like proportion. The commission due to the underwriter shall be given in accordance with Art. 3.

Art. 6.—Scripts shall be given to the underwriter when the guaranty money is paid. The Bureau of National Loans shall exercise its discretion and determine how many scripts are to be given to an underwriter.

Art. 7.—As the purchases of the bonds are likely to be made on different dates, it would be difficult to calculate interest. So it has been decided that the interest for the remaining months of the year 1914 shall be deducted at the time when the purchaser pays for his bonds. (For example, if the net price of a bond be ninety-four dollars and if the interest due to the purchaser for the remaining months of the year be two dollars, then the purchaser need only pay ninety-two dollars.) The method of reckoning this portion of the interest shall be as follows:—

(a).—If the purchaser pays for the bonds on or before the 5th of the month (solar calendar), he is entitled to the interest for the whole of that month. For instance, if he pays on or before September 5th, he shall receive four months' interest.

(b).—If the purchaser pays for the bonds after the 5th and on or before the 20th of the month, he shall receive interest for the half of that month.

(c).—If the purchaser pays after the 20th of the month, his interest shall begin from the 1st of the next month. For instance, if he pays after September 20th, 1914, he shall receive interest for three of the remaining months of the year.

Art. 8.—Prospective underwriters may write or telegraph to the Bureau of National Loans, Hsi Tang Tsu Hutung, Peking, stating his proposals. On receiving the replies to their letters or telegrams, they may call at the Bureau of National Loans to discuss terms. If the prospective underwriter is at a place far away from Peking, the Bureau of National Loans will telegraphically entrust a person to discuss terms with him.

Art. 9.—The Bureau of National Loans may enquire into the qualifications of any prospective underwriter and decide whether the Bureau will entertain his application or not.

Art. 10.—The underwriters may invite persons to sub-underwrite the amount he has taken. At the Bureau of National Loans will only deal with the underwriters, who shall be responsible for their own actions.

Art. 11.—The underwriters may publish advertisements or engage persons to canvass subscriptions for them, but whatever the advertisements or engagements be, they must not be antagonistic to the rules and regulations issued by the Bureau of National Loans.

LANGKATS AND THE DICTOPHONE CASE.

DEFENDANT DISCHARGED.

Mr. M. F. Perkins delivered judgment in the U.S. Consular Court in the case of Leon Crowell on a complaint of eavesdropping laid by Mr. J. Elmore, of the Langkat Company, which complaint was the subject of a preliminary hearing on Thursday last.

Dr. F. E. Hinkley (District Attorney) appeared for the prosecution with Mr. R. E. Gregson (representing the complainants). Accused was undefended.

The information read as follows:—"Personally appears the undersigned John Elmore and, on his oath, stating that he is a British subject and that he here appears in his capacity of manager of the business firm of George McBain, of the business firm of George McBain, office at 53, Seachuen Road, Shanghai, China, in which office he was at all times mentioned herein, that is to say within the customary business hours of the day, transacting business of said company, and complaints of eavesdropping, in that said Leon Crowell, at Shanghai, China, heretofore and on or about August 6th, 1914, and thence from time to time, or to about August 27th, 1914, by means of placing and operating, and causing to be placed and operated, in said office of said complainant and between said office and a room by said Leon Crowell occupied in the building situated next north of, and near to, the building in which said office was at all of said times located, one apparatus with wire connections, said apparatus being numbered 5,035 and being inscribed with the words 'This instrument is leased and is the property of the National Dictograph Co., New York City,' wilfully, wrongfully listening to what was said and done in said office and so listening for communication did eavesdrop, against the public peace."

The decision of the Court was as follows:—The complaint laid is of eavesdropping, a common law offence; to be classified as a public or common nuisance. "A nuisance is anything that works hurt, damage, inconvenience. If to the public, it is a common nuisance; if to the hurt only to a private person or interest, the remedy is by civil proceedings" (May, *Crim. Law*, 3d. Ed., 160). It is clear that a nuisance may be both public and private; for, while inconveniencing the public, it may likewise cause special damage to a private interest as to give ground for civil action.

In this examination, it is necessary to determine, not whether any nuisance has been committed, but whether that form of nuisance has been committed which is indictable as an offence, namely, a common or public nuisance.

An analysis of eavesdropping as a public nuisance discloses two general classifications:—(1)—The nuisance to the public arises from the surreptitious acquisition by an unauthorized person of information which the public welfare demands shall be kept secret; not only from the community in general, but from any person or group of persons in the community. Here the emphasis is primarily upon the public nature of the information without regard to the further communication thereof by the eavesdropper. One of the cases cited by the District Attorney is illustrative: that of the State v. Pennington (40 Tenn. 3 Head, 299, 75 Amer. Dec.).

"A person who secretly steals near the room occupied by the Grand Jury, while they are engaged in the performance of their duties, in order that he may hear what they are saying and doing, is guilty of eavesdropping, and is liable to be indicted therefor."

Such a person might be the very one whose prospective indictment was under discussion.

The case before us is not analogous to the above in that the nature of the complaining parties is not the same; the one is representative of the public interest. And it is immaterial that the range of the private interest is extensive, provided that it is not co-extensive and identical with the public welfare, becomes so merged therein as to lose its private character.

(2)—The common form of eavesdropping, however, as a public nuisance is not comprised within the above classification; but consists in the fact of eavesdropping coupled with the subsequent dissemination of matters scandalous and disquieting to the community; or, at least, coupled with a purpose so to disseminate. The following definitions cover this form of eavesdropping:

(a).—"Eavesdropping, by looking and listening at a window for the purpose of framing slanderous tales, is an indictable offence" (State v. Lovett, Pa. 131, 6 Pa. Law. 258).

(b).—"Eavesdropping is the common nuisance of hanging about the dwelling house of another, hearing tattle, and repeating to the disgust of the neighbourhood" (Bishop's New Crim. Law, vol. 1, Par. 1132).

(c).—"Eavesdroppers, or such as listen under of a house, to hear after discourse, and thereupon to frame slanderous and mischievous tales, are a common nuisance." (4 Bl. Com., 168.)

The emphasis is here placed, not upon the damage to an individual but upon the damage to the community, through the circulation of slanderous and mischievous tales and through the unrestrained activity in the community of an individual committing such practices and likely to commit them against individual of the community. The busybody, detected in eavesdropping, is placed in the same category with the common scold.

Does the present case show this kind of public nuisance? Complaint was not made of, and the examination did not reveal, the circulation of slanderous tales or of business secrets, or of any kind of information whatsoever. The evidence is sufficient to show that a listening took place; or, at least, most careful action preparation thereto and in connection therewith. To find a public nuisance, however, it must be inferred from this evidence that the purpose of the

listener was to circulate slanderous tales through the community; or at any rate, under a liberal reading of this phrase, to circulate injurious business tales. But, if any inference is proper and natural to be drawn as to the purpose of such a listener, it is of another sort, the palpable motive being one of pecuniary or personal advantage. The manifest nature of the testimony of the complaining witnesses was the possible loss of business information valuable to an outsider. Now it is not clear that such information may not have been heard and made use of by an actual listener without communication to a third person. But, granted that it was the purpose of the listener to communicate such information, the whole purpose and profit of such a person would be nullified by anything like a general circulation or by any other course of action than an imparting of such information to those willing to pay for its exclusive possession.

In other words, the case is essentially a matter of private interests and does not differ, so far as its criminal aspects go, from the case of a man who listens to learn the names of a merchant's customers, business methods, etc., and uses such information to his own advantage. The novelty of the apparatus used, greatly enhancing the opportunities of its possessor, does not alter the principles involved, and, however repugnant such a person may be to any sense of personal honour, I am unable to find that a criminal offence has been committed.

It is, then, unnecessary to discuss the evidence with a view to ascertaining whether or not there is probable cause to believe the accused guilty of an offence. Accused was accordingly discharged.

S.S. "KUEICHOW" IN TWO TYPHOONS.

The China Navigation Company's *Kueichow*, (Captain Forsyth) which arrived here yesterday from Northern ports, encountered two typhoons between Shantung Promontory and Heishan Island. When off the Promontory on the evening of the 8th, she met the outside edge of the first typhoon, and it was not until midnight on the 9th that she got across and clear of this one.

At 1.00 a.m. on the 10th, the wind again freshened from the east, and as the barometer was falling rapidly, a course was set for the North Saddle, but by 8.00 p.m. of the same day the spindrift became so thick that the ship was hauled out to clear Barren Island. At 10.45 p.m. the ship was hoisted, the barometer having fallen to 28.98, the wind increasing to hurricane force, and an immense sea was running. The centre of the second typhoon passed over the ship at midnight, when there was an appreciable lull in the wind's force. With the passing of the centre, the wind came again with terrific force, from the north-west this time, and it was at times thought that the ship must be engulfed and her decks swept clear by the tremendously heavy seas running, many of which were funnel-top high. However, the vessel was kept in a satisfactory manner, escaping with little more than the heavy lash of the driving spindrift. At 1.00 p.m. on the 11th, Barren Island was sighted, and the ship put on her course. By 8.00 p.m. the weather had considerably moderated, and by the time that Heishan Island was passed, the typhoon was over.

The *Kueichow* had a good deal of deck cargo, not a package of which was damaged. This speaks well for her good sea qualities, as well as for the seamanship shown by the Captain and his officers.

Major H. Barry de Hamel, Chief Police Officer, Penang, writes to the *Penang Press*, as follows:—"Owing to the presence of a great number of Europeans unemployed in Penang at the present time, who appear to live by their wits, the Chief Police Officer would be glad if any person who may be pestered by or asked for money by any such Europeans would at once communicate with him, detaining such persons till the arrival of the police. It is mistaken charity to assist such people, as the police will make enquiry into all cases reported to them and assist deserving cases."

EUROPEAN UNEMPLOYED IN PENANG.

In support of the Bill proposing that a tax of 25 per cent. be levied on all persons marrying titled foreigners, Mr. Bowdye, representative of Ohio, published a list of thirty American women who had married into the nobility, all of whom derive their incomes from property in the United States, and whose names are almost as well-known in London as in New York. Mr. Bowdye mentions that most of the American States have succession taxes which even the poor must pay before inheriting even the smallest estates, but he continues: "Here we have hundreds of millions of dollars removed permanently from America by a lot of selfish lords and dukes, who enjoy it while they live, and then hand it on to their progeny, who have nothing but contempt for democratic institutions, and they get this from American soil without one penny tax."

INDUSTRIAL FEUDALISM.

TAKING TITLED FOREIGNERS.

"Under ancient feudalism," says the *Indignant Mr. Bowdye*, "the overlord at least lived in the centre of his estates, and knew his tenants. America will shortly be an assemblage of industrial feudal estates, whose owners live 3,000 miles away. This thing constitutes a distinct peril to the republic, and within four years this peril will be recognized by both political parties. Wealthy fathers will preserve their self-respect for American institutions should set to work that their wills are arranged to stop this evil."

COLLISION ON THE HIGH SEAS.

FULL TEXT OF JUDGMENT IN THE "JINSEN MARU"—"WINGSANG" CASE.

Judgment was given yesterday in the Admiralty action of the *Nippon Yusen Kaisha*, as owners of the *Jinsen Maru* v. The Indo-China Steam Navigation Co., as owners of the *Wing Sang*. The claim was for the sum of \$30,000 for damages occasioned by a collision which took place in the Tathong Channel near Lamtung Island on February 17th. The plaintiffs also claimed costs of the action. There was a counter-claim by the Indo-China Steam Navigation Company, for damages arising out of the same collision.

The Chief Justice (Mr. H. H. J. Gompertz), who heard the action, along with Commander Beckwith, R.N. (acting as Assessor), in delivering judgment, said:—

This collision took place between the *Wing Sang* and the *Jinsen Maru* shortly after 12 noon on 17th February, 1914. There is a difference of two minutes in the time given by the two ships, and it is clear that the clocks did not correspond. I have corrected the *Jinsen* by two minutes to bring them together.

The collision took place to the S.E. of Lam Tung Island at the east end of the Tat Hong channel, which leads to the harbour of Hongkong on the East.

The *Jinsen Maru* is a Japanese steamship of 2,347 tons net register, owned by the Nippon Yusen Kaisha, and was manned by a crew of 55 hands. She was on a voyage from Japan to Hongkong laden with a general cargo. The *Wing Sang* is a British steamship of 2,330 tons gross, owned by the Indo-China Steam Navigation Company, Limited, and was manned by a crew of 72 hands. She was on a voyage from Hongkong to Swatow carrying passengers and a general cargo.

The plaintiffs' case is that the wind at the time was easterly and very slight, that the weather had for some time past been foggy, but varying from a dense to a light fog. The prescribed fog signals were regularly sounded, and the fog becoming more dense, the engines of the *Jinsen Maru*, which had been moving slowly ahead, were stopped, with a view to her anchor being let go in due course, and she proceeded slowly through the water, heading about N.W. Shortly after the engines of the *Jinsen Maru* had been stopped, she heard the fog signal of another steamship apparently bearing about W. by N., and twice subsequently, at an interval of a minute, another fog signal was heard from about the same direction, but slightly more westerly. On each occasion an answering blast was sounded. At about a minute after the third and last signal, and while the *Jinsen* still had forward way, a steamship which proved to be the *Wing Sang* appeared about 2½ points on her port bow, apparently distant some two ship's lengths away, approaching through the fog, and heading in the direction of, or a little abaft of, her foremast. The engines of the *Jinsen Maru* were at once put full speed astern and three short blasts blown, but the *Wing Sang* came on apparently at full speed ahead under a starboard helm, two short blasts being blown on her whistle; and she struck the stem on the port side of the *Jinsen Maru*, with her starboard side abait the foremast, and did her considerable damage.

The complaint made against the *Wing Sang* is that she did not observe the provisions of Arts. 16, 19, 22, and 23 of the Regulations. The case for the *Wing Sang* is that she was proceeding south of Lam Tung Island on an easterly course. The weather was fine and calm, the atmosphere was clear in her neighbourhood and in all directions except towards the east and south, where there was a fog bank; and a light wind was blowing from about east-south-east. At 12.10 the *Wing Sang* heard on her starboard side a prolonged blast from a vessel enveloped and invisible in the fog. It was clear for some distance in that direction, and the other vessel was apparently too far away for there to be any present danger of collision, but the *Wing Sang* sounded a prolonged blast in reply, and slowed down, navigating with caution, and continued to sound a prolonged blast at intervals of not more than two minutes. Hearing the whistle of the other vessel getting nearer and apparently more forward on the starboard side, the other vessel being still hidden in the fog, the *Wing Sang's* engines were stopped. The fog bank approached the *Wing Sang's* bow by the bank afterwards the other vessel, which proved to be the *Jinsen Maru*, suddenly came into sight: approximately 3 lengths away and bearing about 3 points on the *Wing Sang's* starboard bow, emerging from the fog bank which appeared to be very dense, and travelling at a considerable speed on a course crossing the *Wing Sang's* course ahead of the *Wing Sang*. The *Wing Sang's* course was still east, and her speed was from 3.4 knots an hour. Just as the *Jinsen Maru* came into sight, she sounded 3 short blasts indicating that her engines were going full speed astern. Thereupon the *Wing Sang* put her helm hard starboard, and sounded two short blasts, and her engines were put full speed ahead in order to assist her helm, and also to minimise the effect of the collision. But the *Jinsen Maru*, coming rapidly on with no apparent slackening in her speed, struck the port side of her stem the *Wing Sang's* starboard side, just forward of amidships, and inflicted serious injury on the *Wing Sang*.

Those on board the *Wing Sang* blame the *Jinsen Maru* for going at an excessive speed with regard to the circumstances, and with neglecting to stop and anchor, or to reverse her engines, so as to take her way off, when she heard the *Wing Sang's* whistle. Again, when the *Jinsen Maru* signalled that she was going astern she neglected to reverse with sufficient promptness. Further, the manoeuvre of reversing was an improper one. The *Jinsen Maru* is alleged to have neglected to comply with Arts. 16, 21, 23, 27 and 29 of the Regulations.

I have stated shortly the effect of the case for each side as shown on the pleadings. Before dealing with the evidence it is necessary to clear away an objection taken

by Mr. Potter. In the preliminary act of the *Wing Sang* it is not suggested that the *Jinsen Maru* was in default for failing to keep course and speed under Art. 21. This point is, however, made in the defendant's answer, and the contention now is that they were bound by the preliminary act and could not be allowed to amend it by their pleadings. Mr. Potter relied upon the principle that a preliminary act cannot be amended at the instance of the party filing it. There is I think, however, no authority for the proposition that a party is confined in his pleadings to matters set out in his preliminary act, and the general principles of practice are against it. Sir Robert Phillimore, in *The Miranda*, L.R. 7 P.D. at 186, expressly states that the parties in an action of damage are not bound in their pleadings to repeat any errors or omissions which may exist in their preliminary acts—it is open to them to state correctly any facts which may have been omitted or erroneously stated in their preliminary acts. Here the new matter in the pleading is not an allegation of fact properly so called. It is nothing more than an argumentative presentation of the action of the other side. I have no difficulty in deciding this point in favour of the defendants.

Coming now to the *Wing Sang*. This ship passed Collision, outward bound from Hongkong, at 11.55 a.m. At 12.5 she passed the Tathong Channel, and the Master heard the whistle of a steamship. The log shows that his whistle was in fact heard on the port bow. He could not say where it came from, the echo came from Lam Tung. It was explained that the high land there would throw back the sound. The witness said he could see no fog at that time, only a distant haze to the east of Waglan, which was about 4 miles distant. The witness replied to the whistle, as an act of precaution, as it might have been from a ship coming round Lam Tung. At 12.10 the *Wing Sang* passed Lam Tung point, and the course, which had been S. 28 E., was altered to E. She had then a speed of about 3 knots, or a little more. At the same time a bank of fog became visible on the starboard bow from ½ to one mile away.

(Continued on Page 5.)

INTIMATIONS

TERRIBLE ITCHING AND BURNING

With Eczema on Face and Body for Eight Years. Got No Rest At Night. Used Cuticura Soap and Ointment. Free From Eruption.

46, Dymock St., Fulham, London, S. W. Eng.—"After suffering for nearly eight years with eczema on my face and body, running eruption of sores on my ears and head, getting no rest at night for the terrible itching and burning I have used Cuticura Soap and Ointment and am now quite free from the trouble. The trouble began on my forehead and spread into my head. One eyebrow was quite raw at times. I could get very little sleep with the burning and itching feeling and used to try to find a cool spot on the pillow for my face. My poor face was a sight and I have been better times than I have been ashamed to go out."

"I can safely say that I used some dozens of advertised cures and treatments which gave me no relief. Then I sent for a sample of Cuticura Soap and Ointment. I used the Soap and then spread the Ointment on some lumps and found my face up and the very first time I had relief. I kept on and Cuticura Soap and Ointment worked a miracle. Now I feel quite different, my face being free from the eruption and disfigurement. Thanks to Cuticura Soap and Ointment my face and neck are fresh and clear." (Signed) Mrs. A. Turner, Jan. 21, '14.

Samples Free by Post
In purity, delicacy and fragrance Cuticura Soap and Ointment satisfy the most discriminating. A single set is often sufficient. Sold throughout the world. Sample of each with 32-p. Skin Book free from nearest depot. Address: F. Newbery & Sons, 27, Charterhouse St., London, or Potter & Co. Corp., Boston, U.S.A.

[98-14]

CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1864).

SOLE AGENTS FOR FALCON LAGER BEER

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MESSRS. VAN Vollenhoven & Co., AMSTERDAM.

The ONLY GENUINE CHEAP LAGER BEER on the Market.

121

NOTICES.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

NEW ADVERTISEMENTS

NOTICE.

THE OFFICE OF CHINESE MARITIME CUSTOMS for Kowloon and District will be CLOSED to Public Business on the 16th instant, being the Birthday of the President of the Chinese Republic.

E. GORDON LOWDER,
Commissioner of Chinese Customs.
York Buildings,
Hongkong, 14th September, 1914. [1143]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVORLICH."

FROM LEITH, MIDDLEBRO',
LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being loaded at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 26th inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GLEBE, LIVINGSTON & Co.,
Agents.
Hongkong, 14th September, 1914. [1142]

NOTICE.

KOWLOON BRITISH SCHOOL and VICTORIA BRITISH SCHOOL will RE-OPEN on WEDNESDAY, September 16th.

Hongkong, 14th September, 1914. [1140]

REGINALD DENNIS, Deceased.

CREDITORS against the above Estate are notified to send in their Claims to the Underwriter not later than the 30th inst., after which date they will not be recognized.

DAVID SASSOON & Co., Ltd.
Hongkong, 8th September, 1914. [1123]

THE SAM WANG LAND INVESTMENT, LOAN AND AGENCY COMPANY, LTD.
(In Liquidation).

LOST SCRIPTS.

NOTICE IS HEREBY GIVEN that the SHARE CERTIFICATES for the following Shares in the above Company are alleged to have been LOST:

20 Shares numbered 540 to 559A.
20 Shares numbered 560 to 579A.

Application has been made to the Company for the issue of Duplicate Certificates, and should no objection be lodged with the Liquidator within one month from the date hereof, the application will be complied with.

J. HENNESSEY SETH,
Liquidator.
5, Queen's Road Central,
Hongkong, 17th August, 1914. [1046]

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

IN THE MATTER OF THE COMPANIES ORDINANCES, 1911,

and
IN THE MATTER OF THE HONGKONG FIRE INSURANCE CO., LIMITED.

NOTICE IS HEREBY GIVEN that a Petition was on the 20th day of August, 1914, presented to the Supreme Court of Hongkong by the above-named Company to confirm an alteration of the said Company's objects proposed to be effected by a Special Resolution of the Company unanimously passed at an Extraordinary General Meeting of the said Company held on the 4th day of June, 1914, and subsequently unanimously confirmed at an Extraordinary General Meeting of the said Company held on the 30th day of June, 1914, and which Resolution runs as follows:—

"That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as 'in the Print signed by the Chairman of the Meeting for the purposes of identification:'"

And NOTICE IS FURTHER GIVEN that the said Petition is directed to be heard before His Honour Mr. HENRY HESSY JOHNSTON COMPTON, Acting Chief Justice of the said Court, on WEDNESDAY, the 21st day of October, 1914, at 10.30 o'clock in the forenoon, and any person interested in the said Company whether as Creditor, policy holder or otherwise desirous to oppose the making of an Order for the confirmation of the said alteration under the above Ordinance should appear at the time of hearing by himself or his Counsel for the purpose and a copy of the said petition will be furnished to any such person requiring the same by the undersigned, the Company's Solicitors, on payment of the regulated charge for the same.

Dated the 21st day of August, 1914.
DEACON, LOOKER, DEACON & HARSTON,
1, Des Vaux Road Central,
Hongkong,
Solicitors for the Company. [1094]

WEIHAIWEI SCHOOL.

AN ENGLISH SCHOOL in British Territory favoured with a "magnificent climate." Preparation by experienced and qualified teachers for entrance to schools in England, or for commercial life in the East. School-house by the sea. Recreations—Sea bathing, boating, cricket, football, etc. For terms, apply to the Headmaster, HERBERT L. BEER, L.C.P.

[1343]

INTIMATIONS

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE OF EXTRAORDINARY MEETING.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of September, 1914, at Noon, when the subjoined resolution, which was passed at the EXTRAORDINARY MEETING of the SHAREHOLDERS in this Corporation held on the 22nd day of August, 1914, will be submitted for confirmation as a Special Resolution:—

That the Deed of Settlement of the Company be altered in manner following:—

(a) That the following words be struck out of lines two and three of Article 56, namely, the words "for not exceeding fifteen days before and seven days after every Ordinary Meeting" and that the following words be adopted and substituted therefor, namely, "during such time as the Court thinks fit, not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of the last line of Article 58, namely, "after the Meeting" and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register."

(c) That Articles 76, 77 and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely:—

ARTICLE 76.—"General Meetings shall be held once in every year, at such time and place in the Colony as may be prescribed by the Company in General Meeting, and if no such time or place is prescribed, then at such time and place as may be determined by the Court, and unless and until otherwise prescribed or determined as aforesaid a General Meeting shall be held in the month of February in every year."

ARTICLE 77.—"The General Meetings mentioned in the last preceding Article shall be called Ordinary Meetings."

ARTICLE 78.—"All other General Meetings shall be called Extraordinary Meetings."

(e) That Article 80 be altered by inserting and adopting after the word "holding" in line five thereof the words "or representing by proxy," and by striking out at the end of the said Article the words "present in person."

(f) That the following words be added to Article 84:—"The Court may from time to time 'pay to the Shareholders such 'interim dividends as appear 'to be justified by the position 'of the Company.'"

(g) That the following words be struck out of the first three and a half lines of Article 174, namely, the words "Half-yearly," ending the 30th June and the "31st December, shall make a 'General Half-Yearly,' and that the following words be adopted and substituted therefor:—"Year ending the 31st 'day of December shall make 'a General.'"

(h) That the word "Half" be struck out of the 18th line of Article 174 and also out of the 6th line of Article 175.

(i) That the word "twice" and the words "the 30th day of 'June and 5 of Article 176, and that the word 'once' be adopted and substituted for the word 'twice' in the fourth line thereof.

(j) That the words "or the Ordinary Half-Yearly" and the words "as the case may be" be struck out of lines 10 and 11 of Article 177.

By Order of the Court of Directors.
A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 24th August, 1914. [1065]

DOUGLAS STEAMSHIP CO., LIMITED.

THE ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office, on SATURDAY, the 26th September, 1914, at Noon, for the purpose of receiving the Report of the General Manager together with a Statement of Accounts to 30th June, 1914.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 26th September, both days inclusive.

DOUGLAS LAPRAIK & Co.,
General Managers.
Hongkong, 5th September, 1914. [1114]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.

Address—NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 30th July, 1914. [992]

JUST RECEIVED

SMALL Supply of

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GRACA & CO.

POWDER ST. (Hongkong Hotel Building),
Hongkong, 29th August, 1914. [838]

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IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers. Nos. 35 and 37, HING LOONG STREET (2nd St. West of Central Market).
Telephone No. 515. [45]

INTIMATIONS

WALK-OVER SHOES

WE ARE NOW SHOWING

THE NEW STYLES
IN
BOOTS AND SHOES

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WALK-OVERS ARE DURABLE.

WALK-OVERS ARE COMFORTABLE.

WALK-OVERS ARE STYLISH.

WALK-OVERS ARE THE BEST VALUE

OBTAINABLE.

PRICES: \$10.00, \$12.00, \$13.50

PER PAIR.

SOLE AGENTS:—

LANE,
CRAWFORD & Co.

THE NATIONAL LOAN OF THE THIRD YEAR OF THE
REPUBLIC OF CHINA.

THE CHINESE GOVERNMENT Ordered that a Special Office should be Established to Manage the Affairs in connection with the NATIONAL LOAN OF THE THIRD YEAR OF THE REPUBLIC OF CHINA.

THE BUREAU OF NATIONAL LOANS (內國公債局) has now been duly organised in accordance with the Regulations for the Bureau sanctioned by the President on August 3rd, 1914, and is now ready to do business with underwriters.

Prospective underwriters will please read the Summary of the Underwriting Regulations given below and communicate with or call in person at the BUREAU OF NATIONAL LOANS. Copies of detailed Underwriting Regulations will be sent on application, or can be obtained from any of the branches of the Bank of China or Bank of Communications.

THE BUREAU OF NATIONAL LOANS,
HSI TANG TAU HUTUNG, Peking.

SUMMARY OF UNDERWRITING REGULATIONS.

The minimum amount to be underwritten shall be \$100,000.

Commission to underwriters shall be of five grades: 4% to those who underwrite \$100,000 or more; 4½% to those who underwrite \$250,000 or more; 5% to those who underwrite \$500,000 or more; 5½% to those who underwrite \$750,000 or more; 6% to those who underwrite \$1,000,000 or more.

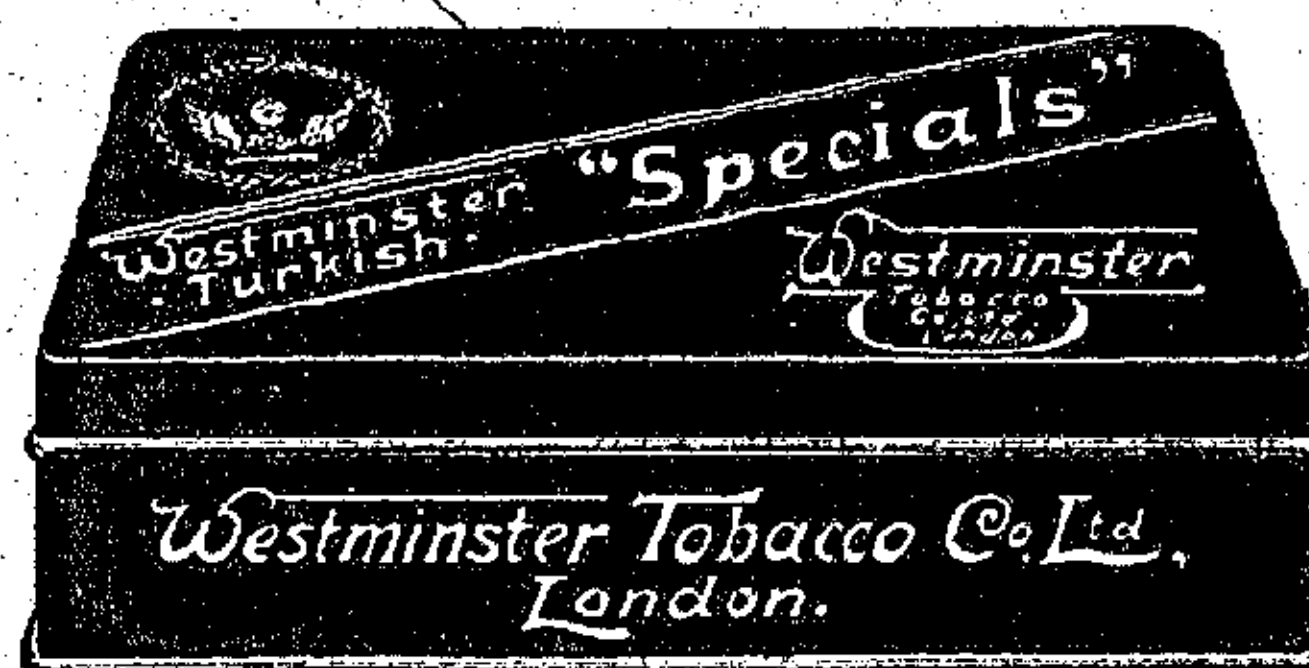
Underwriters shall pay the whole of the amount they have underwritten within a period of two months, which period shall begin on September 1st, and end on October 31st, 1914. Payments shall be made to the BUREAU OF NATIONAL LOANS or the Establishments named by the Bureau.

The underwriter shall pay to the BUREAU OF NATIONAL LOANS at the time of underwriting one-tenth of the amount he has underwritten as guaranty money. If he makes no payment within the period of two months stipulated above, the whole of his guaranty money shall be confiscated. If he pays one half of the amount underwritten, the guaranty money for the unpaid half shall be confiscated. Other cases are to be dealt with according to the same proportion. Commission due to the underwriter shall be given according to the arrangement mentioned above.

The BUREAU OF NATIONAL LOANS may enquire into the qualifications of any prospective underwriter and decide whether the Bureau will entertain his application or not. [1138]



THE TURKISH CIGARETTE OF PERFECT FLAVOUR.
WESTMINSTER "SPECIALS."



\$1.25 FOR A TIN OF 50 CIGARETTES.

No advance has been made in the Price of these Cigarettes and fresh supplies are arriving every month.

Hongkong, 10th September, 1914. [1134]

HONGKONG CLUB.

NOTICE.

THE TWENTY-SIXTH HALF-YEARLY DRAWING of 65 DEBENTURES (1896 issue) of the HONGKONG CLUB, Payable on WEDNESDAY, the 30th September, 1914, will be held in the Club House at 11 o'clock A.M., on FRIDAY, the 18th September, 1914.

Bearers of Debentures are invited to attend the Drawing.

By Order.

JAMES CRAIK,
Secretary.

Hongkong, 8th September, 1914. [1125]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.

We Guarantee our Qualifications, but ask our Price, which is standard and reasonable. Ring us up and come to an arrangement before the chance is lost.

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(First Floor).

Telephone No. 650.
Hongkong, 15th May, 1914. [710]

BANKS

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Buenos Aires, Calcutta, Canton, Cebu, Colon, Empress, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

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GEORGE HOGG,
Manager.

9, Queen's Road,
Hongkong, 21st October, 1913. [959]

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Authorised Capital Fl. 30,000,000 (£2,500,000)

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The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vaux Road Central,
Hongkong, 3rd October, 1913. [21]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital ... £1,500,000

Subscribed " " ... 1,125,000

Paid-up " " ... 562,500

Reserve Fund " " ... 465,000

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Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON,
Manager.

Hongkong, 10th July, 1914. [149]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

Paid-up Capital... £1,200,000

Reserve Fund " " ... £1,800,000

Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.

Hongkong, 8th June, 1914. [1494]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital Subscribed ... Yen 10,000,000

Capital Paid-up ... " 7,499,250

Reserve Funds ... " 3,450,000

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HONGKONG OFFICE.

8, Des Vaux Road.

Interest allowed on Current Accounts. Deposits received on terms which may be had on application.

K. TSUDZURABARA, Manager.

Hongkong, 19th February, 1914. [648]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer to their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager.

Hongkong, 14th May, 1914. [16]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000

Reserve Funds:—

Sterling \$1,500,000 at 2½%—\$15,000,000

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THERAPION
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NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"BALSETTIE"
Arrived Hongkong on 12th Sept., 1914
FROM BOMBAY, COLOMBO AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk to the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where the
Consignments will be sorted out by Messrs
and delivery can be obtained as the Goods
are landed.

This vessel brings on Cargo—
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From Persian Gulf, ex s.s. B. I. S. N.
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Optional Goods will be landed here unless
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Goods not cleared within 8 days including
date of arrival will be subject to rent.

No Fire Insurance will be effected by
any company.

Damage to cargo must be left in the
Godowns for examination by the Consignees, and
the Company's Surveyors, Messrs. GODDARD
and DOUGLAS, at 10 A.M. on MONDAYS
and THURSDAYS. All claims must be presented
within ten days of the steamer's arrival here
after which date they cannot be recognised.

No claims will be admitted after the goods
have left the Godowns.

E. A. HENWITT,
Superintendent.
Hongkong, 12th September, 1914.

NOTICE TO CONSIGNEES

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FROM SAN FRANCISCO, JAPAN PORTS
AND MANILA.

The above-mentioned Vessel having arrived,
Consignees of Cargo are hereby notified
to send in their Bills of Lading for counter-
signature and take immediate delivery from the
Company's Godown at West Point. Cargo
will be landed immediately at Consignees' risk.

Cargo remaining undelivered THURSDAY,
17th Sept., at Noon, will be subject to landing
charges, and if undelivered SATURDAY, 19th
Sept., at 5 P.M. will be subject to both landing
and storage charges.

No Fire Insurance whatever will be effected.
All claims and otherwise damaged Cargo will
be examined at the above Company's Godown
at West Point on 18th Sept., at 10 A.M.

No Claims will be entertained unless accom-
panied by short delivery note or list of excep-
tions taken at the time of delivery to Consignees
and signed for and on behalf of the Pacific
Mail S.S. Co.

All Claims must be filed on or before
13th Oct., otherwise they will not be
recognised.

R. C. MORTON,
Agent.
Hongkong, 13th September, 1914.

COLLISION ON THE HIGH SEAS.

(Continued from Page 3.)

and a whistle, which is admitted must have been that of the *Jinsen*, was heard coming out of that fog. The witness said he did not know then if the vessel which whistled was coming in, or going out. However, he had seen nothing ahead of him in the 10 minutes he had been in the channel. He admitted that the fog bank as marked on the chart in pencil was exactly in the course of inward vessels. On the easterly course he was getting closer to the bank of fog at the same time that the wind was bringing it down towards him. This whistle was answered. The Master rang "stand by." Another whistle was heard at 12.13 and answered, and the Master rang "slow." He had no doubt at this time that the other vessel was inward bound. At 12.15 another whistle was heard and answered, and the engines rang "stop." At 12.16 the *Jinsen Maru* was sighted emerging from the fog bank about three of the *Wing Sang's* lengths away, and bearing 2-3 points on the *Wing Sang's* starboard bow. The fog was very dense, forming a well defined line, and the Master says that when he saw the *Jinsen Maru* emerging he could not see her bridge. The *Jinsen Maru* blew three blasts signifying she was going full speed astern. The *Wing Sang* replied with two blasts, putting her helm hard astarboard, and the engines full speed ahead. These signals were repeated on either side. The *Wing Sang* swung to port about 3 points, before the collision, but the *Jinsen Maru* came on with little or no reduction of speed, and struck the *Wing Sang* with her stem on the starboard side, about 100 feet from the stem at an angle one point less than a right angle. The collision, it is said, took place well out of the fog, with Lam Tong, and the land on both sides clearly visible. On being struck the *Wing Sang* heeled over to port, and her head was forced over to port to about N. The vessels had then got more or less alongside, and the *Wing Sang* had to port to keep her stern from striking the port side of the *Jinsen Maru*. Finally, the *Jinsen Maru* backed off and drew slowly away with engines reversed.

Now on this evidence the first question I have to decide is the point of law—whether Art. 16 of the Regulations applies to a vessel not herself in fog, but approaching a fog in which she has reason to believe there is another vessel approaching her. I think it is clear that the first part of this Art. does not apply to a vessel not herself in a fog but approaching it—her duty in such a case arises under the general rules of good seamanship. The *N. Shong*, 1892, p. 105. The *M. T. 1899*, p. 13. But the second part of the article is quite general in its terms:—"A steam vessel bearing apparently forward of her beam the fog signal of a vessel the position of which is not ascertained shall, etc." The case of *The Bernard Hall*, 9 Asp. M.C. 300, gives a very clear and direct ruling upon this very point. The learned President said at p. 301:—"The intention of the rule is clear. It is this—that where there is a vessel ahead, that is to say, forward of the beam, of which the position is unascertained, that is dangerous, and it becomes important to take precautions at the earliest possible moment."

How does the principle apply to the case of the *Wing Sang*? At 12.10, just as the course had been altered to E., the Master heard a whistle from a ship in a bank of fog on his starboard bow from three-quarters to a mile away. His own speed was 8 knots, and the fog bank was drifting down on to him with the wind. The Master says it took him about a minute to steady on his easterly course. A whistle had been heard on the port bow at 12.05 before the course was altered, and was now, at 12.10, heard on the starboard bow. It is not suggested that these whistles did not come from the same ship. I think it was the clear duty of the *Wing Sang* at 12.10, under Art. 16, in the first place to stop her engines, and then to investigate with caution until the risk of collision was over. (See 26 Halsbury, para. 569, where this duty is explained.) "The object of the rule that a steam vessel shall stop her engines is to lessen the danger, to stop as much as possible all sound from throbbing engines, rush of water, or rush of air, and give opportunity for accurate observation of sound so as to enable those on board to hear better than when the noise of the engines and propeller is going on, and so as to call their special attention that they may be more ready to hear a second whistle and to locate it if possible." Now the *Wing Sang* did not, of course, stop, nor again does it seem to me did she investigate with caution. She continued practically at full speed towards a fog bank containing an unascertained vessel on a new course which was likely to, and which actually did, bring her across the course of the ship in the fog. This being a matter of technical seamanship, I have put the following question to my assessor:—"In all the circumstances, was it a prudent and seamanlike manoeuvre of the *Wing Sang* to proceed on her E. course with the engines at stand-by after hearing the whistle at 12.10?" His answer is as follows:—"I am of opinion that at 12.10 p.m., when the Master of the *Wing Sang* definitely ascertained that the steamer whistling was now on his starboard bow and closing, he should not have put his telegraph to 'stand-by' as was done. The engines of the *Wing Sang* should have been stopped, and he should then have proceeded with caution on a southerly course towards Waglan, which was clear. By so doing he would have kept the steamer and the fog bank on his port side, and when this whistle had drawn well abaft his beam he could have hauled round to the East with safety. At this time it must have been apparent that the whistle in the fog bank came from a steamer feeling her way up to the Tai Thong channel. If this action had been taken, it would have been good seamanship, and no collision could have occurred. Had the *Jinsen Maru* been clear of fog and visible the *Wing Sang* would never have attempted to cross her course in this manner."

The next period is at 12.13 p.m., when a second whistle was heard from the fog bank. Here, again, the *Wing Sang* did not stop, but rang engines to "slow." This was, I think, a second definite breach of Art. 16. The Master tells us that on the second whistle he had no doubt the other vessel was on an inward course, that he knew the vessels were approaching one another, and that by keeping on he might be going to cross her course. It was attempted to suggest that the position of the other vessel was by then definitely ascertained, but it is clear that this was not so, and the Master himself tells us he did not know she was so near. The *Wing Sang* was, I think, clearly in breach of Art. 16.

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[649]

On this manoeuvre I put the same question as before to my assessor, and his reply is:—"I am of opinion that at 12.13 p.m. the engines of the *Wing Sang* should have been put full speed astern, and the way taken off the ship, as it was by this time obvious that the vessel in the fog was approaching directly towards the *Wing Sang*. The same answer applies to the period of 12.15, when at last the *Wing Sang's* engines were stopped. She should, in the opinion of my assessor, have gone full speed astern. I concur in this opinion, and in the reasoning on which it is founded, and the result is that I must find the *Wing Sang* to be again in fault. This is the last of what I may call the "before sighting" periods.

The next stage commences at 12.16 p.m., when the vessels came into sight of one another. It was strenuously urged by Mr. Sharp that as the collision took place outside the fog, and after both ships had sighted each other, therefore, the crossing rule, Art. 21, applied, and that it was the duty of the *Jinsen Maru* to keep her course and speed. When she signalled that she was going full speed astern, this was an improper manoeuvre, inasmuch as it prevented the *Wing Sang* from porting and reversing, and thereby passing under the stern of the other ship, and avoiding the collision. Now I will come to the action of the *Jinsen Maru*. I have only to enquire at present whether the manoeuvre of the *Wing Sang* on sighting the other vessel was a seamanlike one, and whether she took the proper course to avoid the threatened collision. When the Master of the *Wing Sang* sighted the *Jinsen Maru* coming out of the fog bank at what he describes as a high rate of speed, he put his engines full speed ahead, and her helm hard astarboard in the hope of getting the ship far enough round to port to be parallel to the course of the *Jinsen Maru*. I put then the question to my assessor whether on these facts the action of the *Wing Sang* was a proper and seamanlike manoeuvre. His reply is as follows:—"Considering how close these vessels were, at most some 300 yards, I am of opinion that such action was an error of judgment on the part of the Master of the *Wing Sang*. He should, on the contrary, have put his engines full speed astern, with the helm hard port and should have let go his starboard anchor. With the friction brake properly worked, this would have checked the cable running out and have snubbed the *Wing Sang's* head to starboard, finally bringing the ship up. The port anchor could have been let go if necessary, to kill the way and stop the ship. This would have been quite practicable, as both anchors were ready and attended to up to the moment of collision. The ship was on good anchorage ground. Had this been done, it would have been good seamanship, and I am of opinion that no collision would have occurred." Here again I concur with the opinion of my assessor, and I find the *Wing Sang* to blame.

I come next to the case made against the other vessel, the *Jinsen Maru*. It falls likewise into two parts. The first up to the time of sighting the other vessel, the second from that time on up to the actual collision. Now as to her navigation through the fog. There were patches of clear weather, and at 11.34 a.m., when the vessel was going full speed, it was given as ten knots, the weather becoming thick and misty, the engines were put to half speed, and at 12.07 p.m. she ceased up to 12.07 p.m. By 12.07 p.m. she would, my assessor thinks, have come down to her true half speed, which is given as 6-7 knots. At 12.07 the engines were put to slow. Her speed at slow is given at 3-4 knots. Five minutes later, at 12.12 p.m., the whistle of a steamer being heard ahead or on the port bow, the engines were stopped, and the way run off the ship. Her speed at 12.12 after having run slow for five minutes should, my assessor thinks, certainly not exceed 5-5 knots. At 12.13 p.m. the *Wing Sang* came into sight. On the data before us, what ought the speed of the *Jinsen Maru* to have been at that moment? My assessor advises me that as a matter of practical seamanship, he would expect a fairly heavy vessel, loaded as she was, to lose, say, 7 of a knot per minute of her original speed with her engines dead stopped. She would then four minutes have lost 2.8 knots, and this would bring her speed at 12.16 p.m. down to 2.7 knots. This appears to me a conservative estimate, which is borne out by Mr. Brayfield's careful experiments, and I am prepared to accept and agree with it. Now, at an estimated speed of 1 knot, Mr. Brayfield's trial shows that at full speed astern she could be pulled up well within her own length. His experiments were conducted in a harbour under very favourable conditions which

should, my assessor thinks, be made allowance for. But when all due allowance has been made, the *Jinsen Maru* could, I am advised, have pulled up well within 200 yards from a 2.7 speed. I have taken the data for these calculations as to the speed of the *Jinsen Maru* from the log-book, and from the evidence of the Master and second officer. Both were good and reliable witnesses, who would, I think, have been more able to do themselves justice if there had been less difficulty over the interpretation. The log appeared to have been regularly kept. The exact correspondence of times between the deck and the engine-room logs after 12 noon is explained by the common custom of the sea, observed on board this ship, of setting the clocks together at noon every day. What was the limit of this vessel's observations in the fog? The Master and the second officer put it at 2 ship's lengths, that is to say, 240 yards. My assessor thinks this a very reasonable figure. He says that on the China coast a dense fog usually narrows the horizon to about 300 yards at sea level. Now the witnesses on the *Wing Sang* say that the fog was so dense as to make it impossible to see more than half a length ahead. Without in any way reflecting on these witnesses, it is, I think, sufficient to point out that the *Wing Sang* never entered this particular fog bank, though she did indeed go very close to it. It must be very difficult for persons outside a fog looking towards it from clear air to say how far those actually inside the fog can see ahead. Her limit of observation then being 240 yards, and her speed enabling her to pull up in about 200, it seems to me impossible to say that the *Jinsen Maru* was going at an undue speed. She was, I think, navigating with caution within the meaning of Art. 16. My assessor thinks, and I entirely agree with him, that there was no reason why she should have reversed her engines, or anchored at any time before the collision. She was feeling her way in carefully towards a narrow passage, and she was better under control and more manageable under way than if she had come to anchor. But it is said that the data upon which I have based my estimate of the speed of the *Jinsen Maru* are unreliable, because, first of all, her speed at the time she emerged from the fog is shown by the witnesses on the *Wing Sang*, who speak to her how wave to have been very considerable, and then again, because the violence of her impact shows her speed, even at that time to have been high. Now it is of course usual for witnesses in a collision case to attribute a high rate of speed to the other vessel. As to the bow wave, my assessor points out that it does not in fact seem to have been very high, and that any wave in still water, especially in the case of a vessel emerging from a fog bank, would be particularly noticeable. On the case taken as a whole, I do not think that the wave spoken to by the *Wing Sang* witnesses proves the *Jinsen Maru* to have been travelling at a speed greater than I am disposed to give her. As regards her speed on impact, my judgment here must obviously depend to some extent upon my findings as to her earlier speed. Again, as my assessor observes, the damage done to the *Wing Sang* was really very slight considering that she was struck almost a full blow on a very vulnerable part, by the stem of a much heavier vessel. She had, of course, in her favour her own structural strength; she was light, and she was curving slightly away, so that the blow she received was not absolutely a direct one. Her heeling over no doubt helped to save her. But my assessor points out that if the *Jinsen Maru* had been going 5 knots at the time of impact, her striking weight would have been some 33,750 foot tons per second, much more than sufficient to send the other vessel to the bottom. At a speed of only 1 knot, the weight of the blow would be, say, 6,750 foot tons. Having regard to her previous speed, and the fact that the collision seems to have stopped her way, with but moderate damage to the side of the vessel she collided with, we are not disposed to put her speed on impact at anything over 1 knot; it may have been rather less. So far then I may hold the *Jinsen Maru* blameless. The suggestion was made that there was unreasonable delay in going astern on the part of the *Jinsen Maru*. I have considered this part of the case very carefully with my assessor, and we are of opinion that in the circumstances, when it was a matter of seconds the order to go astern was given and obeyed with reasonable promptitude and that there was no negligence under this head. Then the question arises—when she found herself in imminent danger of collision with the *Wing Sang* did the

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[1049]

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Jinsen Maru take the proper measures for avoiding that collision? I have put this question to my assessor and his reply is as follows:—"With the vessels in such close proximity it would have been useless for the *Jinsen Maru* to attempt to keep her course and speed. I am of opinion that she did right to go full speed astern. But she should, I think, have done more than this. The helm should have been put hard a port when the engines went astern, so as to cant her head to starboard and away from the other ship. Then the Master should have let go his starboard anchor, so as to snub her head round to starboard. Had this been done, and I see no reason why it should not have been—both anchors were ready, and attended for letting go—the blow, if any, would have been at most a glancing blow and the damage negligible. To 'port' and let go the starboard anchor would have been, in the circumstances, an ordinary manoeuvre of good seamanship."

The answer of my assessor amounts then to this:—"The Master of the *Jinsen Maru* is now in default, but to a very minor degree, and only at a time when a collision had, through the mistake of the other ship, become almost inevitable, through no mistake of his own." I have had some little difficulty in deciding whether the failure on his part was sufficiently serious to saddle the *Jinsen Maru* with any liability, but, on the whole, I think I am bound to do so.

The Maritime Conventions Act, 1911, lays upon me the ungrateful duty of apportioning the liability, and I propose to do so as follows:—

I have found the *Wing Sang* to be in default at four separate periods; three before the other vessel was sighted, the fourth after she had come into sight. The *Jinsen Maru* was wholly blameless up to the instant, when I find that she was, in effect, guilty of an error of judgment. She had in her power, by prompt action, to either avert the collision or to render it blameless. I think a fair apportionment of the loss would be that the *Wing Sang* must bear four-fifths, and the *Jinsen Maru* one-fifth of the damage. In this distribution of the blame my assessor concurs. I will deal with the question of costs in Chambers.

Mr. Eldon Potter (instructed by Mr. E. J. Grist, of Wilkinson & Grist) represented the N.Y.K. and Mr. E. H. Sharp, K.C. (instructed by Mr. Davidson, of Hastings & Hastings), represented the Indo-China Steam Navigation Company at the trial.

Mr. H. E. Pollock, K.C., appeared on behalf of Mr. Sharp, who has gone home on holiday, yesterday.

CHINESE MINISTER'S VIEWS OF BRITISH SPORT.

Mr. Lew Yuk Lin, just before leaving England to take up his new appointment in the Foreign Office at Peking, was interviewed by a London newspaper representative who, in his account of the interview, wrote:—

Mr. Lew, as English people generally term him, has recognised the interview as well as many other Western customs, and gave one or two farewell impressions in excellent English.

We have enjoyed our sojourn in London very much, for we have made so many friends," he said.

"I did not come as a stranger to England. Oh, no! I had been to London several times before. But now I have nearly as many friends here as in Peking. My two daughters have been educated in England. They are taking a course in music at Queen's College, and my son is at Cheltenham College, where he will remain for some time yet."

"It is said the English people are very reserved," the Ambassador continued, "but my impression is that they are most sociable."

"What do I think the great English characteristic? I think the fondness for sport. That is all in their favour. It helps them to build up strong men and strong characters."

"The keen competition which you find in the English games is invigorating—it makes men resilient and resourceful."

"I am a believer in games, and fifteen years ago was a very fast tennis player. I am not so quick now, but can still enjoy a game occasionally."

"We have tennis, you know, in Peking. I helped to found the International Tennis Club, the first Chinese tennis club. It is still making good progress, and another native club has since been started."

Another of Mr. Lew's recreations is rowing. "I have rowed on your Thames," he added, "and shall always remember it."

MARTIN'S
APOL & STEEL
PILLS
A French Remedy for all irregularities.
Thousands of Ladies always keep a box of Martin's Pills in the house, so that on the first sign of any irregularity of the system a timely dose may be administered. These pills are recommended to men, women, children, and all classes. All chemists and druggists sell them. Write for free literature to Martin's, 10, Rue de la Paix, Paris.

SHIPPING

ARRIVALS.

AMAMARAN MARU, Japanese str., 1,950, Kikuchi, 14th September—Mitsui Bussan Kaisha.
 AWA MARU, Japanese str., 3,912, T. Hori, 14th September—Seattle 11th August, General—Nippon Yusen Kaisha.
 MONGOLIA, American str., 9,760, Emory Rice, 13th September—San Francisco 8th August, General—Pacific Mail S.S. Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 September 14th.
 BENYORICH, British str., for Nagasaki.
 HANOI, French str., for Haiphong.
 KASHING, British str., for Ningpo.
 NICHIO MARU, Jap. str., for N'chwang.

DEPARTURE.

September 14th.
 EASTERN, British str., for Shanghai.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.
 The A.O. Line str. *Taiyuan* left Sydney on the 25th August for Hongkong via Thursday Island, Zamboanga, and Manila, and may be expected to arrive here on or about 18th September.

MERCHANT STEAMERS.
 The Mogul Line str. *Atoll*, from Liverpool on the 8th August, is expected to arrive here on or about the 22nd September.

The T.K.K. str. *Seigo Maru* will arrive here from Moji on the 26th September.
 The Barber Line str. *Chalinter* left New York for Hongkong via Panama on the 1st September, and is due here on or about the 20th October.

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN, GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"SALSETTE."
 Captain A. F. Vins, R.N.R., carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 26th September, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s "MALOJA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "CALCUTTA," due in London on the 6th November, 1914. Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 14th September, 1914.

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILING FROM HONGKONG.

For NEW YORK.
 S.S. "GHAZEE" ... On or about 28th Sept.
 For Freight and further information, apply to—
 DODWELL & Co., Ltd.,
 Agents.
 Hongkong, 11th September, 1914. [1135]

HONGKONG TIDE TABLE.

From 15th to 21st September, 1914.

Days of Week	Days of Month	High Water		Low Water	
		H'kong. Mean Time	Height	H'kong. Mean Time	Height
Tues.	15	h. m.	ft. in.	h. m.	ft. in.
		8 5	6 5	0 56	1 9
Wed.	16	No. info.	high	low	water
		5 27	7 0	1 32	1 6
Thurs.	17	h. m.	ft. in.	h. m.	ft. in.
		8 19	4 6	0 6	4 2
		8 24	4 0	2 6	1 4
Fri.	18	h. m.	ft. in.	h. m.	ft. in.
		7 34	7 6	1 12	3 6
		8 39	6 3	2 39	1 3
Satur.	19	h. m.	ft. in.	h. m.	ft. in.
		8 26	7 8	2 4	3 0
		9 4	5 3	3 11	2 4
Sun.	20	h. m.	ft. in.	h. m.	ft. in.
		9 7	7 7	2 52	1 7
		9 32	6 3	3 42	1 9
Mon.	21	h. m.	ft. in.	h. m.	ft. in.
		10 7	7 4	3 38	1 9
		10 2	6 3	4 12	2 1

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	SALSETTE	Brit. str.	—	A. F. Vins, R.N.R.	P. & O. S. N. Co.	On 26th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	About 14th Oct.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KASHIMA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 23rd inst., at 10 A.M.
MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID	POLYNESIAN	From str.	—	Lassine	MESSENGER MARITIME	On 29th inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	N. Kobayashi	OSAKA SHOSUN KAISHA	To-morrow, at 4 P.M.
VICTORIA, B.C., & SEATTLE VIA KIELUNG, SHAI, &c.	AWA MARU	Jap. str.	—	T. Hori	NIPPON YUSEN KAISHA	On 22nd inst., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KIELUNG & JAPAN	CHICAGO MARU	Jap. str.	—	K. Hori	OSAKA SHOSUN KAISHA	On 1st Oct., at 4 P.M.
NEW YORK	CHAZER	Brit. str.	—	Emory Rice	DODWELL & Co. Ltd.	About 28th inst.
SAN FRANCISCO VIA KIELUNG, SHAI & JAPAN, &c.	MONGOLIA	Am. str.	—	—	PACIFIC MAIL S.S. CO.	On 17th inst., at 4 P.M.
SAN FRANCISCO VIA SHANGHAI & JAPAN	CHITO MARU	Jap. str.	—	—	TOYO KISEN KAISHA	On 20th Oct.
AMERICAN PORTS VIA MANILA	SEIYO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 22nd inst.
AUSTRALIAN PORTS VIA MANILA	TAIYUAN	Brit. str.	1 m.	W. B. Brown	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	TANGU MARU	Jap. str.	—	Sekine	NIPPON YUSEN KAISHA	On 30th inst., at 10 A.M.
JAPAN	ST. ALBANS	Brit. str.	—	Baile	GIBB, LIVINGSTON & CO.	Quick despatch.
YOKOHAMA, KOBE & MOJI	TUJUNG	Brit. str.	—	F. Wheeler	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at 2 P.M.
KOBE	TOKA MARU	Jap. str.	—	Yoshikawa	NIPPON YUSEN KAISHA	On 24th inst., at 4 P.M.
KOBE & YOKOHAMA	ASUTSU MARU	Jap. str.	—	Izawa	NIPPON YUSEN KAISHA	On 22nd inst., at 5 P.M.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	B. Takada	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
TIENTSIN VIA WEIHAIWEI	CHONGSHING	Brit. str.	—	G. Hooker	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at Noon.
WEIHAIWEI & TIENTSIN	KUICHOW	Brit. str.	1 m.	J. R. Harris	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	ANNU	Brit. str.	1 m.	Murazumi	NIPPON YUSEN KAISHA	To-morrow.
SHANGHAI & KOBE	PENANG MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
SHANGHAI	NINGPO	Brit. str.	—	J. M. Smith	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Daylight.
SHANGHAI	WOSANG	Brit. str.	1 m.	R. S. Peel	P. & O. S. N. Co.	About 30th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA	CANDIA	Brit. str.	—	W. Benson	BUTTERFIELD & SWIRE	On 26th inst., at Daylight.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.	A. L. Valentini	P. & O. S. N. Co.	About 24th inst.
SHANGHAI	ORIENTAL	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	TYTAROK	Dut. str.	—	—	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
NINGPO & SHANGHAI	KASHING	Brit. str.	1 m.	—	OSAKA SHOSUN KAISHA	On 21st inst., at 3 P.M.
FOOCHOW VIA SWATOW & AMOY	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSUN KAISHA	On 21st inst., at 10 A.M.
ANPING & TAKAO VIA SWATOW & AMOY	SOGHU MARU	Jap. str.	—	K. Hattori	OSAKA SHOSUN KAISHA	To-day, at Noon.
TAMUI VIA SWATOW & AMOY	DAIGO MARU	Jap. str.	—	S. Tokunaga	OSAKA SHOSUN KAISHA	To-day, at 1 P.M.
SWATOW & AMOY	SAIKING	Brit. str.	2 h.	W. C. Pasmore	DOUGLAS LAFRAIR & Co.	To-morrow, at 11 A.M.
SWATOW, AMOY & FOOCHOW	BAIKANG	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIR & Co.	On 18th inst., at 11 A.M.
SWATOW, AMOY & FOOCHOW	HATTAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIR & Co.	On 22nd inst., at 11 A.M.
MANILA, CEBU & ILOILO	TAMING	Brit. str.	1 m.	Pennafather	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA, CEBU & ILOILO	FUNSATAG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co.	On 19th inst., at 2 P.M.
MANILA, CEBU & ILOILO	THAN	Brit. str.	1 m.	Siddall	BUTTERFIELD & SWIRE	On 26th inst., at 4 P.M.
MANILA, CEBU & ILOILO	LOONGSANG	Brit. str.	—	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	Quick despatch.
BATAVIA, CHERIBON, SAMARANG, &c.	TYTAROK	Dut. str.	—	—	NIPPON YUSEN KAISHA	On 21st inst.
BOMBAY VIA SINGAPORE & COLOMBO	RANGON MARU	Jap. str.	—	H. Nomura	P. & O. S. N. Co.	About 22nd inst.
BOMBAY VIA STRAITS & COLOMBO	NORLA	Brit. str.	—	F. J. Fox	OSAKA SHOSUN KAISHA	On 30th inst., at 2 P.M.
BOMBAY VIA S'PORE, PORT S'HAIR, PENANG & COLOMBO	SHINCHIKU MARU	Jap. str.	—	I. Dem	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at 2 P.M.
SINGAPORE, PENANG & CALCUTTA	NAMANG	Brit. str.	—	Glory	NIPPON YUSEN KAISHA	On 21st inst.
SINGAPORE, PENANG & CALCUTTA	KAWACHI MARU	Jap. str.	—	Yakamura	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 2 P.M.
SINGAPORE, MAURITIUS & SOUTH AFRICAN PORTS	FOOSHING	Brit. str.	—	W. D. Welsh	THE BANK LINE LIMITED	On 25th Oct.
SANDAKAN	SALANG	Brit. str.	—	D. A. Gardiner	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
HAIHOW & HAIPHONG	KAIFONG	Brit. str.	1 m.	E. A. Matthews	BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.

CANADIAN PACIFIC

ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER						FROM VANCOUVER					
Steamers	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Steamers	Vancouver	Yokohama	Kobe	Nagasaki	Hong-kong
	Leave	Leave	Leave	Leave	Leave		Leave	Leave	Leave	Leave	Leave
	—	—	—	—	—		—	—	—	—	—

PASSAGE RATES—HONGKONG TO LONDON.

	:0:	VIA QUÉBEC	VIA NEW YORK
EMPERESS OF RUSSIA EMPERESS OF ASIA EMPERESS OF INDIA EMPERESS OF JAPAN MONTEAGLE }	Meals and Sleeping	£71.10	£71.10
	Car Berth across	£65 —	£65 —
	Canada 25 additional.	£43 —	£45 —

Hour of Departure—All Steamers sail from Hongkong at Noon.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the **PACIFIC MAIL S.S. Co.** or **TOYO KISEN KAISHA.**

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

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THE "EMPERESS OF RUSSIA" AND "EMPERESS OF ASIA"

registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS—The service furnished by the Company's chain of Hotels is unsurpassed.

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from **HONGKONG VIA SHANGHAI, NAGASAKI** (through **INLAND SEA OF JAPAN**), **KOBE, YOKOHAMA AND VICTORIA, B.C.**

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

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 SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.
 AROUND THE WORLD RATES in connection with SUNZ MAIL LINES OF TRANS-SIBERIAN ROUTE.

WEATHER REPORT.

On the 14th at 11.00 a.m.—Pressure changes since yesterday are small. A slight increase is shown over S.E. China, Formosa, and N. Luzon.

A trough of relatively low pressure extends from the Macao Islands to the north-east of Luzon.

No returns from Japanese stations.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.24 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT. FORECAST

Hongkong & Neighbourhood N.W. winds, moderate; cloudy, some rain.
 Formosa Channel The same as No. 1.
 South coast of China between (The same as Hongkong and Lamook.) No. 1.
 South coast of China between (N. to N.W. winds, Hongkong and Hainan.) moderate to light

CHINA COAST METEOROLOGICAL REGISTER

14th SEPTEMBER 1914, A.M.

Station	Hour	Barometer at Sea Level	Temperature	Humidity	Wind Direction	Force	Weather
Vladivostok	7 a.	—	—	—	—	—	—
Nemuro	6 a.	—	—	—	—	—	—
Hakodate	—	—	—	—	—	—	—
Tokio	—	—	—	—	—	—	—
Koshi	—	—	—	—	—	—	—
Nagasaki	—	—	—	—	—	—	—
Kagoshima	—	—	—	—	—	—	—
Oshima	—	—	—	—	—	—	—
Naha	—	—	—	—	—	—	—
Ishijima	—	—	—	—	—	—	—
Sonin Is.	—	—	—	—	—	—	—
Choshi	—	—	—	—	—	—	—
Wakatsuki	—	—	—	—	—	—	—
Shanghai	—	29.92 62	—	—	—	—	—
Grutai	—	29.87 70	—	—	—	—	—
Sharp Peak	7 a.	29.89 70	—	—	—	—	—
Amoy	6 a.	29.86 76	64	—	—	—	—
Swatow	—	29.77 75	—	—	—	—	—
Taihou	5 a.	29.86	—	—	—	—	—
Taihou	—	29.83	—	—	—	—	—
Tainan	—	29.81	—	—	—	—	—
Koshan	—	29.84	—	—	—	—	—
Pescadore	—	29.84	—	—	—	—	—
Canton	6 a.	29.88 73	95	—	—	—	—
Hongkong	—	29.88 77	90	—	—	—	—
Gap Road	—	29.84	—	—	—	—	—
Macao	—	29.86 75	—	—	—	—	—
Wuchow	9 a.	29.96 80	74	—	—	—	—
Holhow	—	—	—	—	—	—	—
Pakhoi	—	—	—	—	—	—	—
Phulien	6 a.	29.87 75	—	—	—	—	—
Tourane	—	29.85 70	—	—	—	—	—
Cape St. James	—	29.86 75	—	—	—	—	—
Aparr	—	29.81 77	—	—	—	—	—
Manila	—	29.84 77	—	—	—	—	—
Legaspi	—	29.84 77	—	—	—	—	—
Iloilo	9 a.	29.91 79	—	—	—	—	—
Bacolod	—	—	—	—	—	—	—
Cebu	—	29.91 87	—	—	—	—	—
Labuan	—	—	—	—	—	—	—

T. F. OLAXTON, Director.

1 BAROMETER, reduced to 32 degrees Fahrenheit, on the level of the sea in inches, tenths and hundredths.

2 TEMPERATURE, in the shade, in degrees Fahrenheit.

3 HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 DIRECTION OF WIND, in degrees.

5 FORCE OF WIND, according to Beaufort Scale.

6 STATE OF SKY, by blue sky, c. detached cloud, d. drizzling rain, f. fog, g. gloom, h. hail, lightning, o. overcast, p. passing showers, q. squall, r. rain, s. snow, t. thunder, v. visibility, w. dew (wet).

7 RAIN, in inches, tenths and hundredths.

HONGKONG METE

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE, CANTON and YOKOHAMA	Capt. R. E. Ford	About 20th Sept.	Freight only.
BOMBAY via STRAITS, NUBIA and COLOMBO	Capt. F. J. Fox	About 22nd Sept.	Freight and Passage.
SHANGHAI	Capt. A. L. Valentini	About 24th Sept.	Freight and Passage.
LONDON via USUAL PORTS	Capt. A. F. Vine, R.N.R.	Noon, 26th Sept.	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	Capt. A. Collier	About 14th Oct.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary. For further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 14th September, 1914.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"KASHING"	On 15th Sept., 10 A.M.
SHANGHAI	"ANHUI"	On 15th Sept., 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 15th Sept., 4 P.M.
HOIHOW and HAIKONG	"KAIFONG"	On 16th Sept., 10 A.M.
WEIHAIWEI and TIENTSIN	"KUEICHOW"	On 17th Sept., Noon.
SHANGHAI	"NINGPO"	On 17th Sept., 4 P.M.
SHANGHAI	"LIANGCHOW"	On 20th Sept., D'light.
MANILA, CEBU and ILOILO	"TEAN"	On 22nd Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "HANUI."

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOSHING" and the S.S. "LIANGCHOW," "LUOHOW" and "YINGCHOW" having excellent accommodation, with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wusung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 15th September, 1914

TELEPHONE 36.

AGENTS.

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THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA

via MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	...	On 30th Sept. 10 A.M.
EASTERN	...	On 9th Oct., 10 A.M.
ALDENHAM	...	On 30th Oct., 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc. and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

AGENTS.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHEW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	TUESDAY, 15th Sept., at 1 P.M.
"HAIMUN"	Capt. A. H. Stewart	WED'DAY, 16th Sept., at 11 A.M.
"HAITANG"	Capt. A. B. Hodgins	FRIDAY, 18th Sept., at 11 A.M.
"HAITAN"	Capt. J. W. Evans	TUESDAY, 22nd Sept., at 11 A.M.

* The s.s. "Haiching" will not call at Foochow.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 15th September, 1914.

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TOYO KISEN KAISHA. NIPPON YUSEN KAISHA

SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots from Nagasaki	20th Sept.
SHINYO MARU	22,000—21 knots from Nagasaki	6th Oct.
CHIYO MARU	22,000—21 knots	TUES., 20th Oct.

* Via Manila omitting Shanghai.

FIRST CLASS TO LONDON	£71.10	RETURN (6 MONTHS) £120.
FIRST CLASS TO NEW YORK	£60.	" " £96.10.
" " " SAN FRANCISCO	£45.	" " £68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI	¥120.	KOBE	¥135.	YOKOHAMA	¥150.
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Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. CO. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO.

SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
SEIYO MARU	14,000—14 knots	Tuesday, 6th October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO

FOR SEATTLE AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"MEXICO MARU"	N. Kobayashi	WED'DAY, 16th Sept., at 4 P.M.
"CHICAGO MARU"	K. Hori	THURSDAY, 1st Oct., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SHINCHIKU MARU"	I. Den	WED'DAY, 30th Sept., A.M.

FOR FOOCHEW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIO MARU"	Y. Yamamoto	MONDAY, 21st Sept., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokunaga	TUESDAY, 15th Sept., at Noon.
"DALIN MARU"	K. Murakami	SUNDAY, 20th Sept., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"GOSBU MARU"	K. Hattori	MONDAY, 21st Sept., 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Seen Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,

Second Floor, No. 1, Queen's Building.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG:	FROM COLOMBO:
25th Sept.	17th Oct.
"KATHIAWAR"	

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING.

FROM HONGKONG:	FROM COLOMBO:
25th Oct.	
"SALAMIS"	

FIRST CLASS ACCOMMODATION FOR PASSENGERS

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	\$ KASHIMA MARU Capt. M. Yagi.	20,000	WEDNESDAY, 23rd Sept., at 10 A.M.
	\$ MISHIMA MARU Capt. F. L. Sumner.	16,000	WEDNESDAY, 7th Oct., at 10 A.M.
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	\$ AWA MARU Capt. T. Hori.	12,500	TUESDAY, 22nd Sept.
	\$ SHIDZUOKA MARU Capt. Deguchi.	12,500	TUESDAY, 6th Oct., at Noon.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Sekine.	9,600	TUESDAY, 29th Sept., A.M.
	NIKKO MARU Capt. H. Takeda.	9,600	WEDNESDAY, 21st Oct., at Noon.
CALCUTTA via SINGAPORE, PENANG and RANGOON	KAWACHI MARU Capt. Natsumura.	12,500	MONDAY, 21st Sept.
BOMBAY via SINGAPORE, and COLOMBO	RANGOON MARU Capt. H. Nomura.	12,500	MONDAY, 21st Sept.
SHANGHAI and KOBE	PENANG MARU Capt. Marazumi.	12,500	WEDNESDAY, 16th Sept.
KOBE	TOSA MARU Capt. Joshikawa.	12,000	WEDNESDAY, 16th Sept.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. H. Takeda.	9,000	TUESDAY, 22nd Sept., at 5 P.M.
KOBE and YOKOHAMA	ATSUTA MARU Capt. Iriawa.	16,000	THURSDAY, 24th Sept., A.M.

Fitted with New System of Wireless Telegraphy.

Cargo only.

Notice.—"Kumano Maru," "Kamakura Maru" and "Hakata Maru" have been withdrawn from their Lines and not been replaced by substitutes.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA	KOBE	MOJI	NAGASAKI
Return.	Return.	Return.	Return.	Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.
TELEPHONE Nos. 292 and 1241

[12-9-11]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer to	Leave	Leave	Connecting Steamer from	Due at	Due at
"ORIENTAL" leaves YOKOHAMA	COLOMBO.	SHANGHAI	HONGKONG	to MARSEILLES and LONDON	to MARSEILLES and LONDON
p.m.		6 p.m.	Noon		
Thurs.		Tues.	Satur.	Friday	Thursday
Sept. 17	SALSETTE	Sept. 22	Sept. 26	MALOJA	Oct. 23
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MOOLTAN	Nov. 6
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA	Nov. 20
Oct. 29	ARCADIA	Nov. 3	Nov. 7	KHYBER	Dec. 4

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES:

The Fares to London and Marseilles are as follows:—

				LONDON
1st Saloon	"A"	Accommodation	Single	£65.
	"B"	"	"	£59.
2nd Saloon	"A"	"	"	£44.
	"B"	"	"	£40.
1st Saloon	"A"	Accommodation	Single	£51.
	"B"	"	"	£45.
2nd Saloon	"A"	"	"	£35.
	"B"	"	"	£31.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR LONDON CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

STEAMERS	Leave YAMA	Leave SHANGHAI	Leave H'KONG	Leave S'POER	Due at M'AILLES	Due at LONDON
	about	about	about	about	about	about
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
NELLORE	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 28	Jan. 8
SICILIA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
NAGOYA	Dec. 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 5

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon £50 Single: £75 Return. 2nd Saloon £35 Single: £52 Return

FARES TO MARSEILLES:

1st Saloon £46 Single. 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

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POST OFFICE NOTICE

SHIPS' LETTER BOXES.

- It is hereby notified that during the continuance of the War all outgoing correspondence must be posted at the General Post Office or at any of its Branch Offices.
- Ship's Officers are strictly forbidden to receive on board their vessels any correspondence from the Public.
- Ship's Officers are not allowed to place or expose on board their vessels letter boxes for the purpose of collecting correspondence; all such boxes found exposed on board their vessels will be removed and returned to the General Post Office.
- Shipping Companies must not receive from the Public for inclusion in their ships' Papers any but bona fide Consignees' letters which should be left open for inspection when required.
- Shipping Companies should state in their notifications to the Post Office the exact hour of departure of their vessels in order that the public may have every facility for posting at the General Post Office.
- Shipping Companies and Ship's Officers must send to the Post Office ALL correspondence except bona fide Consignees' letters posted in the Ships' Letter Boxes or received by Ship's Officers at the ports from which they sailed, or anywhere en route to Hongkong.
- The above regulations will not affect the licensed Private Letter Boxes carried between Hongkong and Canton by the vessels belonging to or managed by the Hongkong, Canton and Macao Steamboat Co.

The undermentioned Homeward Siberian Mails, despatched from Hongkong before the War have reached London:—

Date of Despatch.	Per Steamers.	Date of Arrival in London.
July 22nd	Empress of India	August 27th.
" 22nd	York	"
" 23rd	Korea	"
" 24th	Kanchoo	" 28th.
" 27th	Paul Loeat	"

WAR RISKS ARE NOT COVERED BY POSTAL REGISTRATION OR INSURANCE.

The Parcel Post service to Egypt and countries beyond is for the present suspended.

FOR	PER	DATE
Haiphong and Pakhoi	Hanoi	Tuesday, 15th, 9.00 A.M.
Ningpo, Shanghai and North China	Hankow	Tuesday, 15th, 9.00 A.M.
Swatow, Amoy, and Formosa via Tamsui	Dayu Hsueh	Tuesday, 15th, 11.00 A.M.
Swatow and Amoy	Haiching	Tuesday, 15th, Noon
Philippine Islands	Tamsui	Tuesday, 15th, 3.00 P.M.
Shanghai and North China	Anhui	Tuesday, 15th, 3.00 P.M.
Wenhaiwei and Tientsin	Cheongching	Tuesday, 15th, 4.00 P.M.
Hakow, Pakhoi and Haiphong	Kaifong	Wednesday, 16th, 9.00 A.M.
Sandakan	Maesong	Wednesday, 16th, 10.00 A.M.
Shanghai, North China & Japan via Nagasaki, Victoria and Vancouver	Empress of India	Wednesday, 16th, 9.30 A.M.
(EUROPE via SIBERIA)		Letters 10.30 A.M.
(To make connection with the Tientsin-Peking Railway closing at Shanghai Brit. F.O. at 11.30 a.m. on Monday, the 21st inst.)		
Swatow Amoy and Poonchow	Haimun	Wednesday, 16th, Noon

* Specially superscribed correspondence only.

COMMERCIAL

CLOSING QUOTATIONS.

On	September 14th.
LONDON:	
Telegraphic Transfer	110
Bank Bills, on demand	110
Bank Bills, at 30 days' sight	110
Bank Bills, at 4 months' sight	110
Credits, at 4 months' sight	110
Documentary Bills, at 4 months' sight	110
PARIS:	
Bank Bills, on demand	nom.
Credits, at 4 months' sight	nom.
ON GERMANY:	
On demand	nom.
ON NEW YORK:	
Bank Bills, on demand	45
Credits, at 60 days' sight	nom.
ON BOMBAY:	
Telegraphic Transfer	nom.
Bank, on demand	37 1/2
ON CALCUTTA:	
Telegraphic Transfer	nom.
Bank, on demand	37 1/2
ON SHANGHAI:	
Bank, at sight	76
Private, 30 days' sight	nom.
ON YOKOHAMA: On demand	90
ON MANILA: On demand	90
ON SINGAPORE: On demand	78 1/2
ON BATAVIA: On demand	110
ON HAIPHONG: On demand	nom.
ON SAIGON: On demand	nom.
ON HONGKONG: On demand	34
SOVEREIGNS, Bank's Buying Rate	\$10.60 nom.
GOLD LEAF, 100 fine, per tola	\$56.80
SILVER, per oz.	25

SUBSIDIARY COINS.

	per cent.
Hongkong 20 cents pieces	\$10.00 discount.
Hongkong 10	\$10.05

FORTHCOMING EVENTS.

Friday, 18th Sept.—
11 a.m.—Hongkong Club Twenty-Sixth Half Yearly Drawing of 65 Debentures.
Saturday, 19th Sept.—
Noon—Hongkong and Shanghai Banking Corporation Extraordinary Meeting of the Shareholders at the City Hall.
Noon—Royal Aerated Waters Manufactory Co., Ltd. General Meeting at the Office of Messrs. Evers Smith, Seth & Fleming.
Saturday, 20th Sept.—
Noon—Douglas Steamship Co., Ltd. Meeting of Shareholders.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	16.00
Return " " (available also for return by day steamer)	10.00
Single Fare by Day Steamer	4.00
Return " "	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Company's vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. CANTON TO HONGKONG. TUESDAY, 15TH SEPTEMBER, 1914.

8 a.m. HONAM.	8 a.m. HEUNGSHAN.
5 p.m. FATSHAN.	5 p.m. KINSHAN.

WEDNESDAY, 16TH SEPTEMBER, 1914.

8 a.m. HEUNGSHAN.	8 a.m. HONAM.
5 p.m. KINSHAN.	5 p.m. FATSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. S.S. TAISHAN, Tons 2,006.
HONGKONG TO MACAO
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf, Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO. SUNDAY, 20TH SEPTEMBER, 1914.

The Company's Steamship "HEUNGSHAN"
Will depart from the Company's WING LOK STREET WHARF at 8 a.m., and return from Macao at 2 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. SUI AN.
Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUL. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions (First Floor), opposite the Blake Pier.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS

SAILINGS (SUBJECT TO ALTERATION).

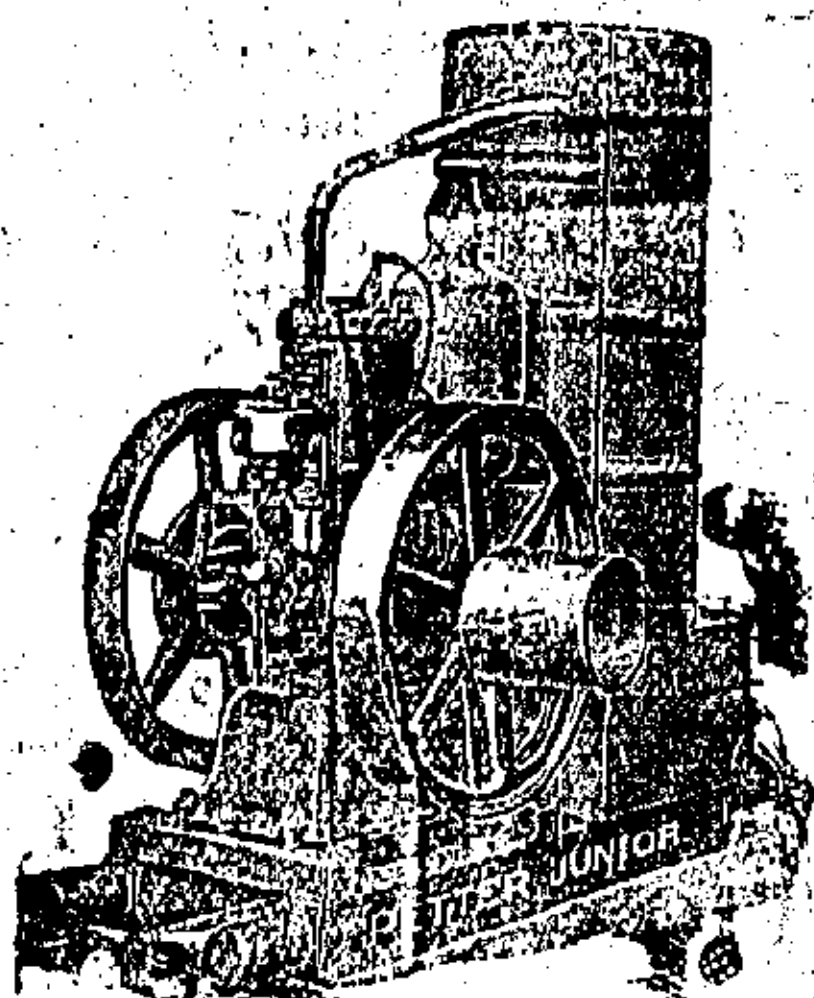
Steamer.	Arrives Hongkong from Australia.	Seils Hongkong for Australia.
"TAIYUAN"	18th September	22nd September.
"CHANGSHA"	18th October.	24th October.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through for all Australian, New Zealand and Tasmanian Ports.
For freight or passage, apply to

BUTTERFIELD & SWIRE.

Hongkong, 11th September, 1914. TELEPHONE No. 36. AGENTS. 11139

ON HAND FOR SALE.



- ONE 30 FOOT MOTOR LAUNCH Thornycroft Model Fitted with 12-14 B.H.P. Kerosine Engine.
- ONE PORTABLE OXY-ACETYLENE SEARCHLIGHT with Morse Signalling Shutter.
- ONE WIRELESS TELEGRAPH SET complete with Induction Coil, Overhead Wires Spars, &c., suitable for Coasting or Patrol Steamer.
- ONE SEMI-DIESEL 8 H.P. CRUDE OIL ENGINE AND DYNAMO with Electric Searchlight.
- KEROSENE OIL ENGINES "PETTER'S" FROM 7 TO 12 B.H.P.

For Price and Particulars, apply to—

WM. C. JACK & CO., LTD.,
14, DES VŒUX ROAD, HONGKONG.

MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR	STEAMER	To Sail.
SHANGHAI, KOBE AND YOKOHAMA		
	HOMeward	
MAESEILLES VIA PORTS	POLYNESIEN	On 29th September, at 1 p.m.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSHIPPING on the Coe Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA; at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to LONDON via Paris by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.
For further particulars apply to

P. THOMAS, AGENT.
QUEEN'S BUILDING.

PASSENGERS.

ARRIVED.
Per Anna Maria, for Hongkong, from Seattle, etc., Mr. Mariman, Mrs. F. H. Jennings, Mr. Z. Nishida, Mr. W. L. Okura, Capt. Spurr, Mrs. K. Saito, Mr. S. Tarnaph and Mr. A. C. Ferreira.
Per Eastern, for Hongkong, from Australia, etc., Mrs. B. Brown, Mrs. Ross, Mr. H. C. Gregory, Mr. F. J. Linares, Mr. F. E. Palmer, Dr. and Mrs. Pattinson, Miss Davey, Miss M. Edwards, Miss S. Stevens, Miss K. Cooke, Miss R. Matheson, Mr. A. Langhoarne, Mr. A. Robertson, Mr. Thomas and Mr. J. Morgan.
Per Mongolia, for Hongkong, from San Francisco, etc., Dr. C. T. Cross, Mr. R. E. Gardner, Mr. and Mrs. R. P. Hollett, Mr. A. M. Hooper, Mr. and Mrs. S. S. Simon, Rev. D. S. Tappan, Jr., Mrs. W. B. Walker and maid Master R. Walker, Master J. Walker, Master D. Walker, from Yokohama, Miss C. R. Barrow, Mr. C. H. Bredhoff, Mr. and Mrs. R. Dixon, Mrs. S. Dewston, Mr. and Mrs. C. N. Laird and amah, Miss C. Laird, Miss E. Laird, Miss Laird, Mr. and Mrs. L. Leafe and nurse, Master P. Leafe, Miss M. Leafe, Miss B. Leafe, Mrs. J. L. McPherson, infant and servant, Miss J. P. Mitchell, Miss R. Mulliken, Miss Myers, Miss A. Raymond, Mr. E. Samuel, Rev. A. D. Stewart, Mr. G. Stewart, Miss H. L. Stewart, Miss E.

M'ddleton-Smith, from Kobe, Miss K. Watson, from Nagasaki, Mrs. J. Garraway, Mr. and Mrs. G. V. Hayes, Mrs. M. Lander, infant and nurse, Mr. and Mrs. H. W. Turnbull, Mr. A. G. Warren, Mrs. J. A. Wilkie, from Manila, Mr. R. T. Anderson, Mr. E. C. Barnes, Mrs. J. F. Bromfield, Mr. and Mrs. W. O. Becker, Rev. W. O. Bower, Rev. S. J. Correy, Mr. W. J. Colbert, Mrs. M. B. Colbert and nurse, Mrs. F. L. Cole, Mrs. I. Davis, Mr. and Mrs. F. A. Diekhoff, Mr. G. F. Desbrien, Rev. and Mrs. R. A. Doan, Mr. A. Doan, Mr. B. Francisco, Mr. L. B. Foy, Miss E. Foy, Mr. C. G. Gilliland, Mrs. W. Goldthwaite, Colonel Mark Hersey, U.S.A., Mr. R. T. Havens, Mr. J. S. Ford, Dr. C. H. Horner, Mr. W. A. Kincaid, Mr. P. Kirchner, Mrs. and Master P. Kirchner, Mrs. C. H. Loeber, Mr. J. E. Malloy, Mr. C. H. McClure, Madame G. R. de Meissononde, Mr. L. McCall, Mr. and Mrs. C. B. Pancost, Mrs. E. W. Price and infant, Rev. and Mrs. C. Rath and infant, Mr. and Mrs. W. H. Robinson, Mr. F. Reese, Lieut. H. L. Schamberger, Mrs. C. F. Samuelson, Mr. A. J. de Sousa, Mr. S. Shioji and servant, Mr. J. E. Stewart, Miss M. Serat, Mrs. D. Turner, Mr. and Mrs. G. W. Taylor, Master L. Taylor, Mr. C. N. Vandervoort, Mr. W. B. Walker, Mr. A. S. Ward, Mr. D. R. Williams, Mr. S. C. Williamson, Mr. P. C. Whitaker and Master J. Whitaker.

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